MUMEYA.
Japanese Photographers.
All kinds of Photographic Work done in latest styles also Passport Photos.
Developing and Printing for Amateurs a Speciality.
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The China Mail.

ESTABLISHED 1845

February 6, 1919, Temperature 60. Rainfall 0.17 inch. Humidity 94. February 6, 1918, Temperature 60.

No. 17.381. 英壹千九百壹十九年二月六日號 HONGKONG, THURSDAY, FEBRUARY, 6, 1919. 中華民國八年歲次己未 PRICE $3.00 Per Month.

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CARS.
All stocks have been sold.
May we put your name on our waiting list?
ALEX. ROSS & CO.
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ENGINEERS and SHIPBUILDERS,
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Steam and Motor Vessels,
Steel Building Work of every Description,
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DRAGON MOTOR CAR CO.
SOLE DISTRIBUTORS FOR THE FAMOUS
CHANDLER
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BEST CARS IN THE COLONY FOR HIRE.

WATSON'S
EXTRACT OF MALT
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COD LIVER OIL.
A CONCENTRATED NUTRITIVE
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DIGESTIVE AGENT.
Easy to Digest.
Pleasant to take.
In bottles $1.50 and $2.50 each.
SOLD ONLY BY
A. S. WATSON & CO., LTD.,
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ANNUAL WINTER
SALE
NOW ON.
GENTLEMEN'S SHIRTS
Lot of Fancy Shirts — Sale Price - - $1.50
FLANNEL SHIRTS
Usual Price - - $5.00 — Sale Price - - $2.75
GENTLEMEN'S PYJAMAS
Lot of Fine Flannelette Pyjamas
Worth $4.50 — Sale Price - - $2.50
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WINE MERCHANTS.
TEL. No. 636.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail).

NEWS AND VIEWS OF "HAVAS."

CHINA V. JAPAN.

London, Jan. 29.

A Havas message says crucial points before the Paris Conference, concerning the Pacific isles, are: Shall the captured colonies be divided as colonial territories between the Allies? Shall they as. Mr. Wilson suggests, be internationalized? Two sessions of the Council have been devoted to the German colonies in the Far East, Pacific, and Africa. There was a lively tilt between Chinese and Japanese delegates in the Shantung debate. China presented a general appeal for justice emphasising the necessity of not ignoring the claims of a potential democracy of 400 millions of persons, who were a vast reserve of labour and war material. Mr. Wang urged full restoration of all alienated Chinese sovereignty. The Japanese delegates retorted that it was Japanese who dispossessed the Germans of Tsingtau in a campaign.

SECRET TREATIES.

The opinion of influential Americans is that all secret treaties have become mere interesting "scraps of paper," as they strike at the fundamentals of Mr. Wilson's doctrine.

FRANCE'S INDEMNITY.

The French demands, outlined by the committee now sitting for that purpose, not only include a hard cash indemnity, but also material, a stock of steel, and cast-iron to rebuild the demolished houses and replace the fruit trees and replant forests.

LANGUAGE OF DELEGATES.

The French Press notes that at a meeting of 19 smaller Powers, the whole discussion took place in French without translation. At the Council of ten, English was used equally with French.

TRADE QUOTATIONS.

Singapore, Feb. 5.

Cotton 8/5. demand 47575.
Rubbers 59½ 51½.

Later.

Cotton 3/8. Stocks 1401. 1410. 64.

CABLE DELAYS.

OFFICIAL EXPLANATION.

London, Feb. 5.

The Eastern Telegraph Company regret unavoidable abnormal cable delay, which is due to interruptions and a heavy increase of all classes of traffic. Prior to the war there were nine lines of communication between Britain, India, and the Far East, etc. namely, six by the Eastern company, two by the Indo-European, and one by the Great Northern. Two of the latter company's carried a large amount of Indian and Far East traffic, but as their lines passed through Germany and Russia respectively, they have been interrupted since 1914; and all their traffic thrown on the Eastern company's route lines. Of the six Eastern company's cables, two have been interrupted for about two months, during which bad weathor has rendered the work of the cable ships difficult. However, these ships are standing by the breaks, awaiting favourable conditions, and given a spell of fine weather, restoration will be carried out in a very short time and materially reduce the delay. Compared with 1913, the words now cabled via Eastern have increased 150 per cent., chiefly owing to Government telegrams which have priority. This government traffic is increasing and practically monopolises one and a half cables.

BRITAIN RECRUITING AIRMEN.

HINT OF A STANDING ARMY.

London, Feb. 4.

The Air Ministry is inviting demobilised airmen to re-enlist under the bonus conditions laid down for the army of occupation. They will be posted in the substantive rank they held on demobilisation.

POOR LONDONERS!

London, Feb. 3.

Four London underground railways are idle. Trams and busses are overcrowded. Thousands walked townward along the slippery, freezing pavements.

MORE TROUBLE FOR GERMANY.

London, Feb. 3.

Berlin wired yesterday that it was being persistently reported that the Spartacists and left wing of the Independents were planning a forcible protest against the meeting of the Constituent Assembly, both in Berlin and Weimer. The movement is likely to be dangerous, as it will be supported by the soldiers' councils. The government has reinforced its troops in Berlin and manned armoured-cars stand in perpetual readiness before the Reichstag. The soldiers' councils at Weimer, Eisenach, Erfurt, Gotha, and other large towns have intimated they will oppose Government troops if any be sent there.

PARIS CONFERENCE.

COMMISSION ON REPARATION.

London, Feb. 3.

A communique from Paris says the Interallied Commission on reparation met this afternoon at the Ministry of Finance. Questions of procedure were discussed. Mr. Klotz was appointed chairman, and Messrs Hughes and Van den Heuvel Vice-chairmen.

RUMANIA'S CLAIMS.

London, Feb. 3.

The representatives of the great Powers have appointed a committee comprising two delegates each from France, the United States, Britain, and Italy, to consider Rumania's claims.

PUNISHMENT.

London, Feb. 2.

The committee on responsibility for war met and appointed Mr. Lansing its permanent President. M. Tardieu, the chairman, welcoming the delegates, emphasised the importance of the committee's deliberations, entailing inquiries as regards the punishment of the guilty and defining how the penalties should be imposed.

RAILWAY STRIKE.

London, Feb. 3.

The secretary of the Railway Clerks' Association stated to-day that the Association had decided to strike to-morrow evening if the dispute were not satisfactorily settled.

CROWN PRINCE WANTS DIVORCE.

London, Feb. 3.

The "Muenchener Zeitung's" Berlin correspondent says the ex-crown Prince has requested the ex-crown lawyers to institute proceedings for the dissolution of his marriage.

THE HARBOUR COLLISION.

Two Bodies Come Ashore.

Two dead bodies have been washed ashore. They now await identification in the Mortuary. They are believed to be the remains of two of the persons who were drowned as a result of the recent collision between a Sanitary Board launch and a rowing boat.

MOTOR-CAR LAWS IN JAPAN.

Motor-car traffic has hitherto been controlled by Prefectural regulations, so that different regulations have been in force in different parts of the country. In order to unify the control the Home Department has been drafting regulations covering the whole country, and in the Official Gazette of January 11 the regulations were issued.

Under these regulations the maximum speed of motor-cars is fixed at at 16 miles an hour, and within this limit the prefectural authorities may fix such a maximum as will suit the local conditions. All motor-cars, whether used for private or public purposes, should be provided with as many contrivances as possible to prevent accidents. When a motor-car has injured persons or destroyed property the chauffeur should immediately stop the car. Violations of the present regulations will be punished with detention at police stations or payment of fines.

These regulations consist of thirty-seven articles, and will become operative from February 15.

THEY MAKE YOU FEEL GOOD.
THE pleasant purgative effect experienced after taking Chamberlain's Tablets and the healthy condition of body and mind to which they contribute, makes one feel that living is worth while. For sale by all Chemists and Storekeepers.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail).

A ZEPPELIN'S FLIGHT.

London, February 3rd.

In connection with Major-General Sykes' story of the Zeppelin's flight from Bulgaria to German East Africa, Major C. C. Turner, writing in the *Observer*, now states that the Zeppelin turned back at Khartoum and accomplished a non-stop voyage of 4,560 miles in 96 hours, at an average speed of 47½ miles per hour, against a very light wind.

GREEK CLAIMS.

London, February 3rd.

A *communique* from Paris, dated February 3rd, states that the representatives of the five Powers heard M. Venizelos' statement on Greece's claims. He continues his statement to-morrow, after which the Czecho-Slovak delegates will be re-heard.

LEAGUE OF NATIONS.

London, February 3rd.

A *communique* from Paris, dated February 3rd, states that the Commission on the League of Nations met to-day to compare views as to the best method of procedure. There was general agreement as to the need for pushing on the deliberations very speedily.

LABOUR AND AUTHORITY.

London, February 3rd.

The President of the Board of Trade states that the demand of a small section of *employés* on the Underground and the London-Brighton Railways, who struck for the inclusion of meal time in an eight-hour day, is entirely unjustified, and contrary to the agreement reached between the Government and the Railway Unions in December.

The demand, if granted, would mean that these men would work only seven or 7½ hours a day, and if this arrangement is extended to the other railways, it would reduce the working day to 6¾ hours in some cases.

CORRESPONDENCE.

OUR HARBOUR.

[*To the Editor of the* "CHINA MAIL."]

Sir,—The point made by the Shipping Taipan interviewed by you, who says:—

> "In addition to the attention which should be given the dredging of the harbour, there is room for a great deal of improvement in our wharfing situation. We need more wharves. There is room for their construction on the Victoria side of the harbour. And they should be operated under Government supervision. If the Government were to regulate wharf charges now, it would result in a vast betterment."

hits the nail on the head absolutely, and it certainly should have the prompt attention and scrutiny of the Government. There is indeed, great need for cheaper berthing facilities for vessels at the only public wharves available, and also into the excessive charges made for landing and storage of cargo, arriving and passing through this Port, but so long as the present monopolistic clique dominate our Public Utilities, this grievance which is being heard on all sides among Shipping Companies and Merchants, is not likely to be alleviated in the future, but aggravated, as their monopolistic control becomes more consolidated, their only interest being that of Profiteers at the expense of the "Life's Blood" of the Port.

You will find, Sir, on closer enquiry that Shipping Companies complain bitterly of this state of affairs, but it's a case of "Hobson's Choice" with many in the quicker discharge at the Wharves than in the Stream; those who can avoid berthing at the Wharves do so and reduce their cost by at least 50 to 60 per cent. This is not as it should be and will in time be detrimental to this Port vis-a-vis adjacent Ports.

Why a monopoly should levy toll on a National Interest to the extent of the evidence of the last Balance Sheet, I am Socialistic enough to think it high time the Government of Hongkong assumed control, for the future Trade and interests of this important Colony.

I am Dear Sir,
Yours faithfully,
Socialistic-Imperialist.

His Honour, Sir William Rees Davies will preside at a Lecture on "Charles James Fox" by Mr. G. P. de Martin, M. A., at the Helena May Institute on Monday next, Jan. 10, at 5.30 p.m.

BUSINESS NOTICES

J. T. SHAW.
TAILOR, HABITMAKER
AND
OUTFITTER.
21, HONGKONG HOTEL BUILDING,
HONGKONG.

來也名廠頭
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Temos Machinas Com Orthographia Portugueza.
ROYAL
Here is an exceptional offer—A 14 inch new Royal Typewriter fitted to fine Teak Desk into which the machine folds up.
Price $180 nett.
This is the most attractive proposition for office or home ever offered. Call and see it.
ALEX. ROSS & CO.,
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Telephone 2487.

"SCOTT'S EMULSION!"
WE HAVE JUST RECEIVED A SMALL CONSIGNMENT OF THE ABOVE IN
$1.50 PER BOT. Medium Size $1.50 PER BOT.
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SENNET FRERES,
(ALBERT WEILL, SUCCESSOR).
QUEEN'S ROAD CENTRAL.
Silver Ware, Bronzes, Clocks, Porcelain Vases and Statues. Cut Glass, Electro Plate, Electric Lamps, etc.
In our Jewellery Department, we have just received the latest novelties from Paris which will be sold at low prices.

THE IDEAL DISINFECTANT.
IZAL
A TRIUMPH OF CONCENTRATION.
TO BE OBTAINED AT ALL THE LEADING STORES.
SOLE AGENTS:—
W. R. LOXLEY & CO.

G. P. LAMMERT.

AUCTIONEER, APPRAISER AND SURVEYOR.

—Public Auctions—

INTIMATIONS.

NOTICE.

FROM February 1st, 1919, the undersigned has taken over the business of Sennet Freres, situate in Queen's Road, Hongkong.

ALBERT WEILL.

Hongkong, Feb. 4, 1919.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SECOND ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd., on FRIDAY, February 7, 1919, at NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending December 31, 1918.

THE TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, January 28, 1919, to FRIDAY, February 7, 1919, BOTH DAYS INCLUSIVE.

By Order of the Board of Directors,

W. S. BROWN,
Secretary.

Hongkong, Jan. 23, 1919.

ST. GEORGE'S SOCIETY OF HONGKONG.

THE ANNUAL GENERAL MEETING of the SOCIETY will be held in the CITY HALL, at 5.30 p.m., on FRIDAY, 7th February, 1919, for the following purposes:—

(a) To receive the report of the Committee and statement of accounts for the past year.
(b) To elect the Officers and Committee for the ensuing year.
(c) To consider the manner in which next St. George's Day shall be celebrated.
and (d) To transact any other business of which due notice has been given.

All members are requested to attend.

F. A. WELLS,
Hon. Secretary.

Hongkong, January 28, 1919.

THE HONGKONG HOTEL CO., LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the Hongkong Hotel Company, Limited, will be held at the Registered Office of the Company, Pedder Street, Victoria, in the Colony of Hongkong, on SATURDAY, 8th day of February, 1919, at 11 o'clock in the forenoon, when the subjoined resolution will be proposed as an extraordinary resolution:—

"That the Articles of Association be altered in manner following, viz:—

"In Article 82 the word "five" shall be substituted for the word "four."

The effect of this resolution will be to increase the maximum number of the Directors from 4 to 5.

Should the resolution be passed by the required majority, it will be submitted for confirmation as a special resolution to a second Extraordinary Meeting which will be subsequently convened.

Dated 24th day of January, 1919.

By Order of the Board,

J. H. TAGGART,
Secretary and Manager.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the HONGKONG HOTEL, Hongkong, on SATURDAY, February 15, 1919, at 11.30 A.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending December 31, 1918.

The TRANSFER BOOKS of the Company will be CLOSED from 8th February to 18th February (both days inclusive), during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, January 29, 1919.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong on SATURDAY, the *22nd day of February*, 1919 at NOON, for the purpose of receiving the Report of the Court of Directors together with a statement of Accounts for the year ending December 31, 1918.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, February 10, to SATURDAY, February 22, 1919, (both days inclusive), during which period no transfer of shares can be registered.

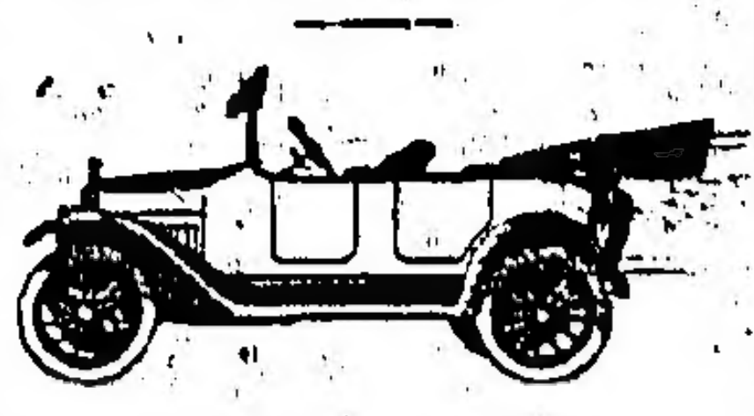
By Order of the Court of Directors,

N. J. STABB,
Chief Manager.

Hongkong, February 4, 1919.

INTIMATIONS

METEOR GARAGE



Sole distributors of

MAXWELL CARS.

Automobiles for Hire
and for Sale
at reasonable Prices.

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65 Des Vœux Road
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Plates & Papers.
Developing & Printing
Undertaken.

A. TACK & CO.,
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DAIRY FARM NEWS.

BUTCHERS MEATS:

Beef, Mutton, Lamb.
Rabbits, Hares.
Sausages,
Brawn,
Pressed Beef.

Purity. Excellence.

WE HAVE
Great Varieties of
used and unused
POSTAGE STAMPS
Single, Sets, Packets, Bags,
and on
Approval Books
FOR COLLECTORS.

GRACA & CO.,
DEALERS IN
POSTAGE STAMPS, POST CARDS, SEEDS, TOYS, &c., &c.
No. 10, Wyndham Street,
P. O. Box 620. Hongkong

PREVENT DISEASE

FLY REGURGITATING ON SUGAR.

When resting, the fly [illegible] erved to regurgitate its crop contents, until there is suspended from the end of its proboscis a drop, nearly as big as its head. This fluid is drawn in and out with gusto so long as the fly is undisturbed, but is dropped if alarm leads to hasty flight. A cropful of fecal fluid may thus be deposited on the surface of food ready for human consumption, and the deposit may easily contain 5,000 enteric bacilli or other intestinal infective organisms.

Well fed house-flies defecate about once every five minutes.

"INSECTOX"

SUPPRESSES FLIES, MOSQUITOS & OTHER INSECT DISEASE CARRIERS.

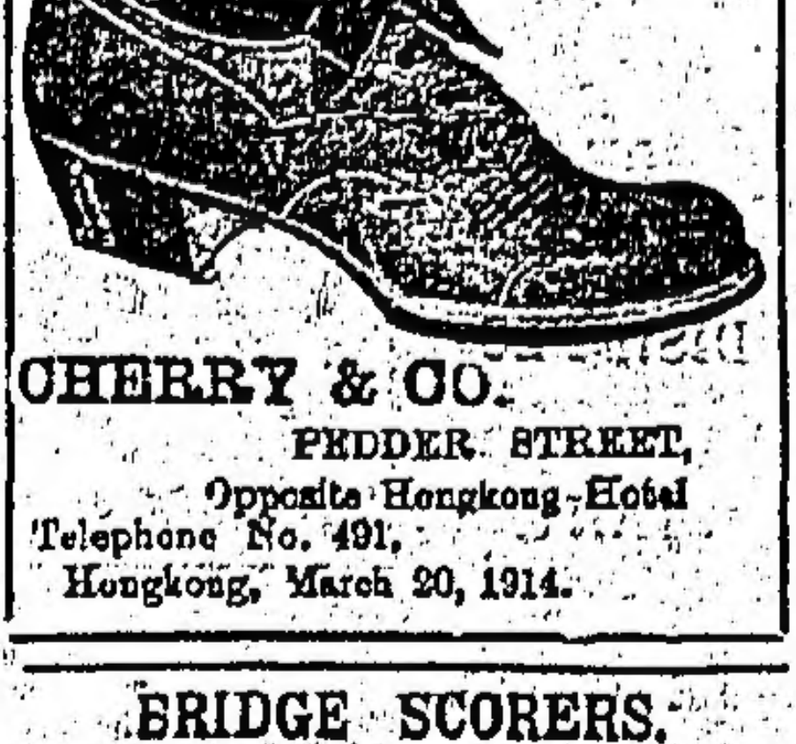
OUTFITS $4. REFILLS $1.30

On sale at Messrs. A. S. Watson & Co., Hongkong & Kowloon, Bakilly Co. Hongkong, and leading stores.

FRANK SMITH & Co.,
Sole Agents.

JAPANESE MAKERS.

Every kind of Footwear
MADE
TO
ORDER



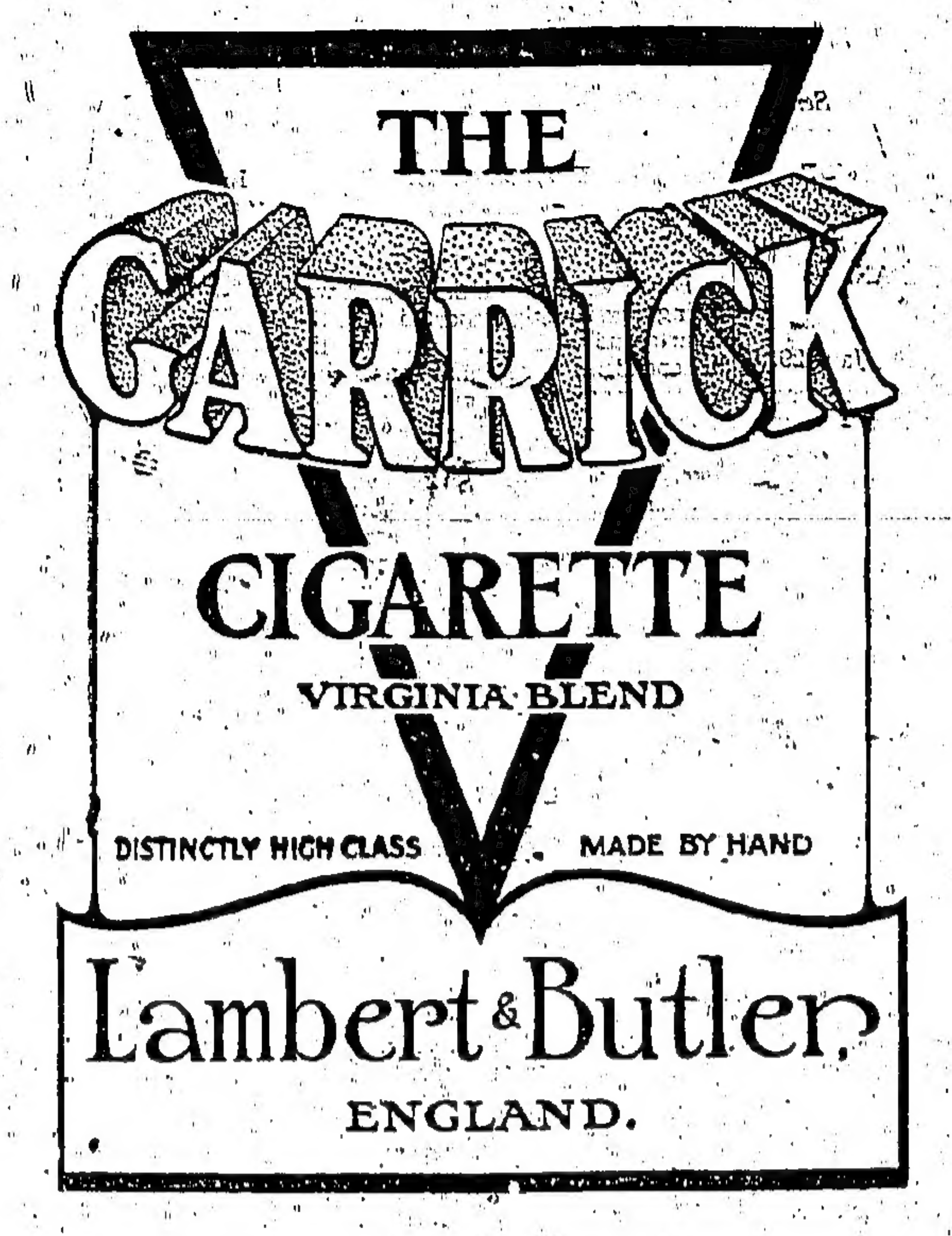
CHERRY & CO.
PEDDER STREET,
Opposite Hongkong Hotel
Telephone No. 491,
Hongkong, March 20, 1914.

BRIDGE SCORERS.

In Blocks of 50 SHEETS,
30 cents each
Four for One Dollar.

Obtainable at
The CHINA MAIL LTD.,
5 Wyndham Street.

A HIGH GRADE VIRGINIA:—



SOLD BY ALL TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co., Ltd.

P. & O. MEETING.

Following is the full text of Lord Inchcape's speech at the P. & O. meeting on Dec. 11:—

The result of the year's operations, after providing for income-tax and excess profit duty, enables us to pay the same dividend as last year and to place, as we did a year ago, the sum of £50,000 to the contingent fund and £50,000 to the good service fund. In the amount of £5,822,563 shown as a liability there is included a considerable sum to meet the enhanced cost of building which we shall have to bear as soon as we are free to replenish our fleet, as it will be necessary to write off immediately a large amount from the cost of each new ship to bring it down to a reasonable figure. So far as we can see there will be great difficulty in working ships costing two or three times as much as they did before the war to yield a profit and to provide for depreciation on the cost, and to keep our values at anything like a reasonable figure, it will be necessary to write down drastically the value of new ships as soon as they are in the water. I feel satisfied this policy, which is one of prudence, will have the support of the shareholders. (Hear, hear.)

Ladies and gentlemen, the old business of the P. and O. Company for some time past has not been what it was. For the last few months we have had only one ship running to India, all the others which are still afloat being employed as armed cruisers, dispatch vessels, hospital ships, transports, or carrying cargo on Government account. The passenger traffic have been greatly reduced, but we have maintained our office organization, and have done the best possible in the circumstances to accommodate the public. The mails have been mostly carried to and from India by British India steamers, the mail service has been a fortnightly instead of a weekly one, and owing to having to wait for convoys it has been irregular at that, but, as the postal authorities know, we have spared no effort to meet their requirements and the public convenience. A large number of P. and O. steamers have been running across the Atlantic, engaged in the conveyance of troops and stores. We make no complaint; all our ships and resources have been ungrudgingly placed at the disposal of the country. (Hear, hear.) Now that the war has come to a satisfactory conclusion, as our ships are returned to us, we shall as speedily as possible resume our position in the Eastern, the Far Eastern, and the Australian trades, but, with so many ships sent to the bottom, it will take some time before we are able to offer to the travelling public the convenience, comfort, and regularity to which they had been accustomed before the war.

The Government, the Post Office, the Indian public, those in this country having connections abroad, and, above all, the commercial community in India, Australia, the Straits Settlements, and Hongkong, and those in this country doing business with these countries have realized the advantages which they enjoyed for the 40 or 50 years before the war broke out in having a regular and punctual mail and passenger service on which they could rely, and I hope the time is not far distant when we shall be able to resume our regular sailings from both ends and get back into our stride. (Hear, hear.) It might pay us better to give our attention to cargo carrying and to promiscuous voyages, but I for one would be sorry to see the P. and O. service—which, despite an occasional grumble from a man with a bad liver (laughter), has, I believe, been appreciated—in any way reduced merely to earn an increased dividend. The old prestige of the P. and O. Company must and will at all costs be maintained. (Cheers.)

The British mercantile marine, which was built up without a penny of aid from the Government, has borne no small share in saving the country from defeat (hear, hear), yet we heard a good deal of talk in certain quarters about the advantage to be gained by the nationalization or some other sort of Government control of shipping after the war. The moment the war broke out the shipping community placed every vessel required by the State at its disposal at extremely moderate rates, known as "the Blue-book rates," which were agreed with the Government. Later on, when it was deemed advisable to place practically all British vessels at the disposal of the Government, the ships were handed over at the Blue-book rates, and at these rates they are for the most part running to-day. There was an idea in some quarters that as the Government had got control of the mercantile marine they should keep it. The high priest of this policy, a member of the Government who lately resigned because his views were rejected, is reported to have said in the House of Commons, "There is only one true future for the people of this country—the establishment of a co-operative commonwealth." The common sense of the Prime Minister and the House of Commons did not support him, and he has retired into seclusion, where he will no doubt devote himself to the development of his Utopian scheme. The ridiculous idea has happily been set on one side by a pronouncement of the Government that they do not contemplate the nationalization of shipping. It would have been a poor return for what the shipowners have done for the country, for which they claim no credit, as they only did their duty, if they had been displaced.

People who advocated such a policy did not appreciate that a great part of the shipping of this country is normally employed in trades which are international, the vessels so engaged never returning to these shores after leaving the builders' hands. The whole thing if attempted would have proved an egregious failure, and would have been abandoned in a very short time, though in all likelihood too late to admit of the supremacy of British shipping ever being recovered. Unless British shipping regains its old ascendancy it will not be shipping that alone will suffer; it will be the entire body of British trade. (Hear, hear.) Shipping is the most vital of all "key industries," and unless it continues to outstrip its rivals in the future as it has done in the past, both in prosperity and in adaptability, the whole edifice of our foreign commerce must collapse.

There was an idea in some quarters that freights might be kept lower if shipping was run by the Government. If the experience of the last two years is any guide, I would only say that since the general requisition came into force and the steamers have been run on Government account—not on account of the owners—freights have been raised to figures which are far above what they were when the earnings went to the owners. But we have not yet reached port. There are still dangers ahead. If I am not mistaken, you will find a great disinclination on the part of officials and erstwhile officials to part with the powers which they have obtained over the public under "DORA." Numerous pretexts will be presented for their continuance. As Bacon says in another connection, "Many tricks will be tried to uphold the credit of their sufficiency." While the war was in progress we all said, "Let us get on with the war; that is the only thing to be considered." Now that the war is over we say:—"Let us get on with our business, let us get to work again and reconstruct the fabrics which have been injured or broken down in our successful struggle for liberty. Let us built up again the wealth of the community which has been wasted in the war." (Cheers.) This will apply not only to the shipowning community, but to the whole industrial, commercial, shipbuilding, trading, agricultural, banking, and financial classes. Burdened as we shall be with the interest on a gigantic National Debt, with well-deserved pensions to the brave men who, while maimed or incapacitated, have survived the war, and provision for the dependents of those who have fallen, this country will have an uphill task to get back to the position it occupied in 1914, but, given freedom from Government control and its irritating and wasteful interference, the energy, the industry, the resource, and the initiative of the people will enable us to recover perhaps more speedily than is generally expected. (hear, hear.)

(Continued on Page 8.)

NOTICES.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

THE HING WAH PASTE MANUFACTURING CO., LTD.

Head Office: No. 47 and 48, Connaught Road, Central, Hongkong; Telephone 1339.
Principal Factory: No. 71, North Soochow Road, Shanghai, China; Telephone 3385.
Branch Factory: Wing Hing Street, Causeway Bay, Hongkong.
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BREEZY GARAGE.

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THE CHANDLER, HUDSON & OAKLAND MOTOR CARS
ON HIRE and FOR SALE
AT REASONABLE PRICES.

We have just received a large Consignment of
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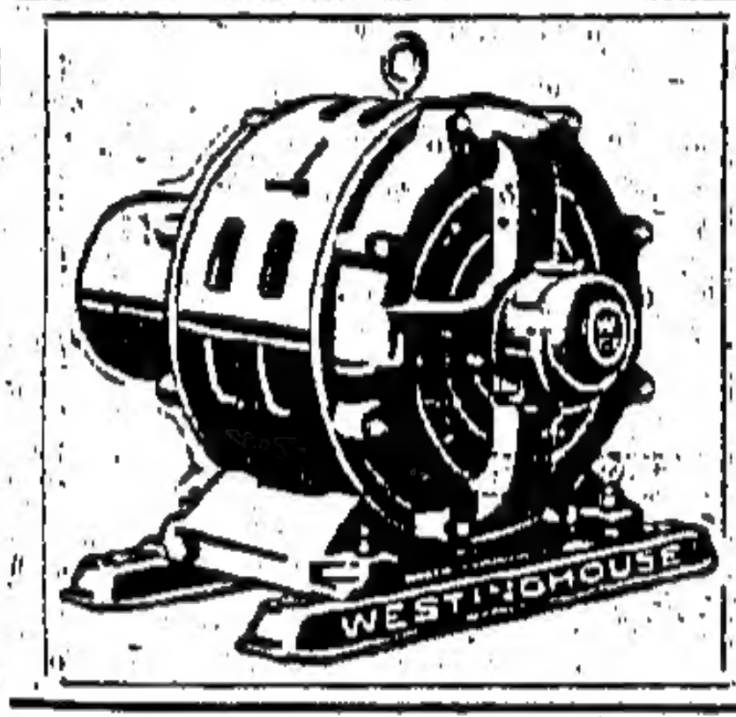

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PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

on

FRIDAY,

February 7, 1919, at 12.30 Noon, at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

One 6 cylinder two seater "Oakland" Car (new)

One 4 cylinder five seater "Dodge" Car (new)

One 4 cylinder four seater "Ford" Car

guaranteed in good running order.

Further particulars and inspecting orders may be had from the undersigned.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Jan. 24, 1919.

(FOR ACCOUNT OF THE CONCERNED),

on

FRIDAY,

February 7, 1919, at 12.30 p.m. at their Sales Rooms, No. 8, DES VOEUX ROAD, Corner of Ice House Street.

One 4 Cylinder two seater "Trumbell" Car.

14-18 H.P. Water Cooled Engine, Electric light.

In good running order.

TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, January 30, 1919.

(FOR ACCOUNT OF THE CONCERNED)

on

FRIDAY,

February 7, 1919, at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A LARGE QUANTITY OF

Electrical Fittings and Accessories,

Comprising:—

A quantity of Telephone and Lead covered V.I.R. Wire, a large assortment of Lamps, Wattmeters, Ammeters, Fuses, Knife Switches, Tumbler and Snap Switches, Ships' Light Fittings, Ceiling Roses, Fans, Globes, Insulators, Lamp Holders, Exhaust Fan, &c., &c.

And

2,000 Watt "Lalley" Lighting Plant,

Also

A quantity of No. 6 Cotton Waste, Photo Paper, &c., &c.

On view day of sale.

TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Jan. 27, 1919.

(FOR ACCOUNT OF THE CONCERNED),

on

SATURDAY,

February 8, 1919, at 11 a.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A quantity of Obstetrical Instruments, and Surgical Sundries.

On view Now.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

February 5, 1919.

(For Account of the Concerned),

ON

TUESDAY,

February 11, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A QUANTITY OF

USEFUL HOUSEHOLD LINENS, DRAWN WORK, & EMBROIDERIES,

Comprising:—

HOUSEHOLD LINENS:—Single and Double Plain and Hemstitched Sheets, Pillow Cases, Double White Satin Quilts, Linen Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, &c., &c.

DRAWNWORK:—Bedspreads, Pillow Cases, Tray Cloths &c. &c.

EMBROIDERIES:—Bedspreads, Table Covers, Tea Cloths, Runners 18 by 54 in.

Also

A few lots of Attache Cases and Bellow Valises.

(All new goods and small lots to suit purchasers).

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Jan. 30, 1919.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction,

(For Account of the Concerned),

on

SATURDAY,

February 8, 1919, at 11 a.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.—

A number of cases of Biscuits comprising:—

Arrowroot, Tea biscuits, Macaroon-snaps, Lemonette, Ginger biscuits, &c., &c.

(just arrived)

Also

several cases of Bar Soap.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Feb. 5, 1919.

(For Account of the Concerned.)

ON

TUESDAY,

February 11, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED DOUBLE AND TWIN BEDSTEADS, CURTAINS, CARPETS, &c., &c.,

As follows:—

Two Chesterfield Sofas and Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Twin Bedsteads, large and small Wardrobes, Dressing Tables, Washstands, &c., (fumed Teakwood), Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and good Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware.

Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, including 1 large Blackwood Screen, Blue and white Panels, Side Tables, Chairs, Cabinets, Pictures, Tennis Poles and Net, Several Carpets new and second-hand.

Also

One Brass Cot, Treadle Sewing Machine (nearly new), by Willcox & Gibbs with all accessories.

Piano in good condition, Large Enamelled Bath, and one Rubber Tyred Ricksha.

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers

Hongkong, Jan. 30, 1919.

(FOR ACCOUNT OF THE CONCERNED),

on

FRIDAY,

February 28, 1919, at 5.00 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

A number of lots of Books,

comprising:—

Novels by Jack London, William J. Locke, Phillip Gibbs, Bindle books, &c., &c., &c,

Also

Complete set Dickens Works (well bound), Gulland's Chinese Porcelain (2 vols.) Japanese Art, &c.

On view now.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Feb. 4, 1919.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, $1. PREPAID.

Each additional 5 words 4 Cents.

WANTED.

WANTED.—LESSONS in PITMAN'S SHORTHAND, Rapid Course. Apply stating terms to Box 105 "China Mail."

TO LET.

A SHOP in Nathan Road, Kowloon.

A FLAT in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.

Hongkong, Jan. 22, 1919.

TO LET.

A HOUSE in Wong-nei-chong Road.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

TO LET.

EDGEHILL—No. 10, The Peak.

Apply to
THE HONGKONG LAND RECLAMATION CO., LD.

PUBLIC AUCTIONS.

THE Undersigned have received instructions C. H. GALE, Esq., to sell by Public Auction

on

FRIDAY,

February 14, 1919, at 2.30 p.m., at his residence "Galesend" 109, The Peak,

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, &c., &c., &c.

contained therein.

Comprising:—

Large Upholstered Chesterfield Sofas & Arm-chairs by Maple, London, Occasional Tables, Lady's Teakwood Bureau, Carpets and Rugs, Pictures, &c., Extension Dining Table (4 spare leaves) Side-board, Dining Chairs, &c., and a complete set of Table Glass "fluted", Wet and Dry Bulb Thermometer, Antique Sheffield plate, Tea Tray cost £10, Silver Fruit Dish, &c., &c., &c.

White Enamelled Bedroom Suite (specially made to owners design) (as good as new) Nursery Furniture, White Enamelled, Children's Tricycle Rocking Horse, Camphorwood Linen Press, & Hot-room Cupboards, Singer Sewing Machine, Bathroom and Kitchen Utensils, including Large Kitchen Stove with Boiler.

Also

Upright Overstrung Cottage Piano by Moutrie in good condition, Barograph and Stand, American Ice Chest, Lady's carrying chair, Lawn Mower, Stone Roller, and a number of Pot Plants, Maiden Hair Fern, &c., &c., &c.

(Full Particulars from Catalogue).

On view from the 13th inst., at 2.30 p.m.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers

Hongkong, Feb. 4, 1919.

THE Undersigned have received instructions to sell

At their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

One Upright cottage Piano especially made for the climate by Francis Bacon, New York,

(Practically new)

One Boudoir Grand Piano by Collard & Collard in good condition.

Particulars from the undersigned.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Feb. 5, 1919.

G. R.

NOTICE.

ALL PERSONS with the exception of those of Chinese races desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days, are required to Register themselves under the REGISTRATION of PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding $50

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses.
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND 3s.
Dr. LeCLERC Med. Co., Haverstock Rd., N. W. 3. London.
SEE TRADE MARKED WORD "THERAPION" IS ON BRIT. GOVT. STAMP AFFIXED TO GENUINE PACKETS.

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

From JAPAN and SHANGHAI.

THE Steamship

"PEMBROKESHIRE,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by February 8, at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on February 8, 1919, at 10 a.m. Claims against the steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.
Agents.

Hongkong, February 1, 1919.

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM, COLOMBO AND STRAITS.

THE Motorship

"GLENAVY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the Feb. 7, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard & Douglas, on Feb. 7, at 10 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.
Agents.

Hongkong, Jan. 31, 1918.

PACIFIC MAIL STEAMSHIP CO.

U.S.S.B. "CADDOPEAK"
FROM SAN FRANCISCO, HONOLULU AND SHANGHAI.

THE above-mentioned vessel having arrived from the above-mentioned ports, consignees of Cargo are hereby informed that their Cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on February 10, 1919, at 10 A.M.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.

No Claim will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after February 11, 1919, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. Co.
J. ORAM SHEPPARD,
Acting Agent.

Hongkong, Feb. 5, 1919.

Wind Roughened Skins Soothed by Cuticura

When you return from your auto ride smear the face and rub the hands with Cuticura Ointment. Wash off in five minutes with Cuticura Soap and hot water, using plenty of Soap, best applied with the hands, and continue bathing three minutes.

Soap to cleanse, Ointment to heal. F. Newbery & Sons, Ltd., 27, Charterhouse Sq., London. Sold everywhere.

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LIME JUICE CORDIAL

ROSE'S LIME JUICE

Delicious,
Wholesome,
Refreshing.

Prepared from the pure juice of the finest West Indian Lime Fruit, grown on our estates in Dominica, West Indies.

Insist on having ROSE'S.

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"IMPERIAL"
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SAMPLES WILLINGLY.

The China Mail.

HONGKONG, THURSDAY, FEB. 6, 1919.

HERESY ABOUT MUSIC.

Recently we had in Hongkong a lady musician who in one piece, that is to say, in one series of more or less agreeable noises, professed to tell the whole story of a man's life. Since then we have had the Russian performers, who have been conveying (according to our musical critic) equally extraordinary messages. Is it permissible in a cold-blooded sort of way to ask if there isn't a mistake somewhere? Or even a bogus pretension? How can inarticulate sounds communicate a coherent narrative? How can sweet tones rhythmically arranged do the work of words?

We think it is all humbug. Not that we do not enjoy music; but that we have noticed how in changed conditions the same piece of music can affect us differently, and we are not peculiar. It seems obvious that various men would interpret a piece in different ways. The composer thinks, let us say, of the present condition of Europe, and sits down to compose a piece to express it, or his thought of it. He will incorporate passages to represent echoes of hideous war, the unrest of the proletariat, the suffering of women and children, the pot-bellied complacence of politicians, the clink of money, and so on. That, mind you, is his seriously held idea of the possibilities of his art. Very well. The piece is played. In the audience there are, among others, a man in love, a man with acute indigestion, a man who has just lost £10,000 on a consignment of rice, a man with a hob-nailed liver, a religious man, and a jockey. They all look at their programmes, and they see something like this: "Europa, F-sharp major." And they listen. Does anyone suppose that the mental stimuli of that item are in all those cases the same? Impossible.

Once when John Dunn, the English Paganini, played, a long-haired young man said it evoked in his mind thoughts of white-robed figures ascending a golden staircase. A red-nosed man said it sounded like beer gurgling from a bottomless jug. You see what we mean? Once, in a roadside inn, in an atmosphere of rank tobacco smoke and stale ale, we heard an unimportant young fellow sing a thing called "Hi-tiddlely-hi-ti-hi." It was understood to express the acme of joviality and bacchanalian joy. As we couldn't distinguish the words, owing to the peculiar enunciation and breathing of the singer, we had only the melody to account for our emotions, not yet forgotten. They were deeply religious in quality, and full of that sense of the unworthiness of carnal and material pleasures which leads to aspiration and moral endeavour. This is a serious and truthful statement. Not a joke.

It is curious that music should be so respectable, since analysis (and our theory as just outlined) show it to be a purely sensual thing, with no rational appeal. Shakespeare has a lot to answer for, since he said that about men without music in their souls. We place music (even the best) on a level with the modern novel of sensation. A time-passing device, with agreeable thrills. Perhaps someone will say, But what about religious music? Recalcitrant we answer, Well, what? Is there any music that is intrinsically religious? If so, what about Wesley's idea that the Devil should not have all the good tunes? What about the Salvation Army music? No, no. We suppose the so-called religious music to be only conventionally so.

The word is derived from the Greek, and the Greek word embraced all arts under the Muses that were not "gymnastic." Mathematics were music to the Greeks; so were poetry and astronomy. It distinguished mental development as opposed to physical. This would make it appear that the Greeks are against us in our contention that music makes no appeal to mind; but it doesn't. They knew nothing of the complicated tricks with sound that we call music. Imitations of natural sounds, of course, might tell a tale. The idea of a storm, of a chicken farm, even of singing birds, might be successfully conveyed. But we never heard any battle music that would not equally well have represented the activities of a boiler factory. The minor is supposed to convey pathos, but Handel could do the same thing in the major, they tell us. It is all convention, just as language is, but language has developed usefully, while music at most is only beginning. We believe there is sincerity in the musician who believes himself to be expressing an emotion. So he is. He is expressing, in his own way, his own emotion. What we say is that he cannot guarantee to convey or transfer that emotion to others. A Frenchman may tell a London guttersnipe that he is "malheureuse" and mean it and feel it, but the child will only laugh. A boozy man going home late expresses his happiness in hoarse yells, which signify that he is carefree and that all the world is a jolly good fellow. But if you couldn't see him, and had only the noise to go by, you would suppose that he was being garotted by armed robbers. That's music.

The Encyclopædia Britannica which, to be sure, knows more than we do, says that "while the language of music has been wholly created by art, it is yet so perfectly organized as to be in itself natural; so that the listener will best learn to understand it by merely [!] divesting his mind of prejudices and allowing the music to make itself intelligible by its own self-consistency." So far as we are concerned, that's fudge, probably a musician's fudge. Real language is a creation of art, perfectly organized, but to understand it the listener has first to learn it. It is only intelligible when he knows the correct symbols for things. Music has no such comprehensive quantity of symbols, and it is so little "natural" that any three natural men will have three meanings for the same piece. A picture can tell a story, but no mere collocation of colours can. It is the drawing, the form, that conveys the message. We class music with colour in that way. Musical language is better than unmusical, but a pleasant jingle of Mesopotamian words without idea in them do not make literature. The Book of Job is better than Tennyson's "In Memoriam," and a Reuter's telegram is more intelligible to the normal mind than a Mendelssohn "song without words." Even then, if any local champion of music thinks all this wrong, we'll give him space to present the contrary view. We cannot say more fairly than that, can we? We shall expect him to explain why, if music is a language, musical committees do not play their debates, instead of speechifying.

JAPAN AND CHINA.

There is nothing particularly new in the assertion that Japan has been bullying China with regard to her attitude at the Paris Conference, and so far as we are in a position to judge, there is not too much truth. Japan has faults, but she also has unfriends, persons who seem to take delight in misrepresenting her every action, and exaggerating every rumour against her. In fact, they copy the Kaiser and his silly "Yellow Peril" scream. For one thing, the allegation of Japanese insistence, with threats, that China must keep secret from the Paris Conference the Sino-Japanese agreements (unspecified) is foolish on the face of it. Such secrecy would not avail to over-ride any agreement by the Powers in Conference, who could, and would, decline to recognize any agreement sprung upon them afterwards. Whatever our Japanese Allies are, they are not fools, which is more than we can say for some of their most extremist critics. It is also desirable to remember that communiques coming out of Peking do not invariably bear the hallmark of ingenuity. When we remarked in opening that there was nothing new in the story which was being sensationally discussed in the Colony last night and this morning, we meant that it had figured in the Press for some weeks past. If we are not mistaken, the basis of it was in "Milliard's Review" two months ago. A telegraphic disclosure of it just now is rather like the famous telegram which inspired the Jameson Raid. It has been too long a-cooking, and is overdone.

LOCAL AND GENERAL.

To-day's dollar—3s. 2 11-16d.

To-day's return of communicable disease gives two Chinese deaths from enteric fever.

The Canton Government is so hard up that it hasn't paid the widows of the city their usual quarterly dole.

American sailors of the "Pampanga" saved a twelve year old boy from drowning in the river at Canton on Sunday.

The Archdeacon of Hongkong gratefully acknowledges an anonymous gift of $72 for the support of a Chinese village school teacher.

The monthly whist drive of the Royal Naval Quadrille Club is being held this evening in the Royal Naval Theatre, Praya East, commencing at 8.15 p.m.

Not so very long ago the allowance for civilian clothes for a discharged soldier was 5s.! Now it is 52s. 6d. for a suit and 40s. for an overcoat.

Henry Charles Wakeman, European, was fined $5 by Mr. J. R. Wood at the Magistracy this morning. He was found by a constable sleeping in Queen's Road in a drunken condition.

To-day's "Canton Times" gives the "Bulletin's" message from Peking about Japan and China word for word and headline for headline; but credits it to Reuter. Surely friend Reuter will object.

On the street near the City Cigar Store, some Chinese dropped a large earthenware jar of paint at lunch time. They patiently scraped up all they could and put it in kerosene tins; but the City still gains a useful top-dressing for that section of the street.

The "China Mail" acknowledges, with pleasure, receipt of an attractive calendar from Gerin, Drevard and Company, Hongkong agents for Copper Queen Belting. The calendar is especially useful in that on each leaf are the days of the past, current and next months.

The Magistrate's Clerk at the London Guildhall is one of those men who will lose their jobs when England reforms itself. He is too clever. He told a lady detective she must not say she saw a woman "steal;" she must say she saw her "take;" it is for the magistrate to decide whether she stole. Having achieved this triumph, he tried again when the detective accused another woman of "covering." the actions of the first. "She was not covering her actions or you would not have seen her take the toy."

Departing on the "China," China Mail S. S. Co., to-morrow, for Shanghai, are Sir Havilland and Lady Saumarez, Mr. A. G. Stephen, manager of the Hongkong and Shanghai Bank at Shanghai, Mr. Maitland, one of the leading exchange brokers of Shanghai, and Mr. and Mrs. Biggar. Mr. Biggar has been in charge of the Hongkong office of the American Express Company, and goes to Shanghai to assume the management of the office there.

FOUR NEW SCHOLARSHIPS.

The magazine of Ellis Kadoorie College, Honam, has this note:—

Through the efforts of the Hon. Mr. Lau Chu Pak, our Honorary Secretary, four new scholarships, each of the annual value of $25, have been obtained for the school. These scholarships will be named after the generous donors, Messrs. Lau Chu Pak, Chan Kai Ming, Ho Fook, and Chau Tung Shang. The school now possesses five scholarships, including the Ho Kom-tong Scholarship of $40, which was founded several years ago by Mr. Ho Kom-tong. The best thanks of the school are due to these five gentlemen *for* their great generosity.

BEWARE OF COLDS.

CHILDREN are much more likely to contract the contagious diseases when they have colds. Whooping cough, diphtheria, scarlet fever and consumption are diseases that are often contracted when the child has a cold. That is why all medical authorities say beware of colds. For the quick cure of colds you will find nothing better than Chamberlain's Cough Remedy. It can always be depended upon and is pleasant and safe to take. For sale by All Chemists and Storekeepers.

HONGKONG IN THE 'EIGHTIES.

BY GERSHOM STEWART, M.P.

I am pleased to contribute a few lines of reminiscences of my life in Hongkong. I remember leaving Dover one very dark and blowy night toward the end of 1882 in a small paddle-boat, which made a very lively crossing. We joined the old P.& O. steamer *Poonah* at Brindisi. She was a square-rigged vessel, the last vessel with "yards" I ever travelled on. How dim the old ships were compared with present-day mail steamers! I look upon the electric light as one of the greatest improvements in the comfort of modern travel. What a happy change from the oil lamp, which was the only one available in 1882.

Mr. James Orange was a fellow passenger. He was coming out to build the Tytam Water Works, which he successfully accomplished before leaving the Government service. The mail steamer took eight or nine days to come up from Singapore, owing to a heavy monsoon and various breakdowns in the engines, and there was no "wireless" in those days, so we found the colony a little anxious as to what had happened. In due course I reported my arrival at the old Hongkong Bank, where I met my afterwards well-beloved friend, Mr. Jackson, or rather the *great T. J.* He was then a young and active man, adding daily to the reputation he then enjoyed, and which he steadily added to for the next quarter of a century. The old bank premises in Hongkong were very dark and small and dingy when we compare them with the present palatial quarters which I expect the bank is now probably outgrowing.

It is sometimes not realised that the Hongkong and Shanghai Bank, in addition to being the greatest British commercial institution east to Suez, has been for over thirty years without doubt the greatest political asset for the British Empire in China and throughout the Far East, and long may it continue to increase and flourish in that respect.

One of the things that struck me very forcibly on my arrival was the healthy, vigorous appearance of all the Europeans. One had heard a good deal about the bad climate of Hongkong; but at my first dance in the City Hall I particularly noticed this. Ladies were then much fewer in number than they are now, and every dancing lady was surrounded by a crowd of suppliants for her favour. We stood in queues for dances then, as we stand in queues for butter now. Those were great days for cricket, and matches were followed with the acutest interest. There was no golf, no polo, no sailing, no new territory to go over to, and little tennis at that time. The cricket ground largely absorbed local sporting interest, and the standard of play was good.

There were a large number of really good players at that time, one of whom, Lieut. Bunbury, of The Buffs, I met as a Colonel and Provost-Marshal at St. Omer whilst over in France at the end of 1915. He retained the liveliest recollections of his Hongkong days, and we spent a very pleasant evening talking over old times. The Northamptons, who followed The Buffs, were a great cricketing regiment, and I was interested to meet recently Colonel Osborne Smith, who, as a young lieutenant, was a very useful bowler.

It was very interesting during one of my trips to the Front meeting a number of officers who had served in Hongkong, such as Colonel Edmonds and Colonel Lewin and Major Badham Thornhill. I had not the luck to meet either Sir F. Glubb or Sir G. Macdonogh. They were both well known and cordially liked in their younger days when members of the R.E. Mess. They both have rendered distinguished and conspicuous service in the war. The latter is now Adjutant-General, and since his arrival at the War Office I have met him several times.

But old China hands in the Navy have played even a more distinguished role; and, to quote only Admirals Jellicoe, Beatty, Keyes, Jerram and Gaunt, shows that we had the very best amongst the friends of our younger days.

One amongst the naval officers well known in China is my fellow member Admiral-of-the-Fleet Sir Hedworth Meux, formerly known as Capt. the Hon. Hedworth Lambton. When Captain of the "Powerful," he and the whole ship's company entered into our life in Hongkong with a heartiness and camaraderie which was remarkable. Late in 1899 the "Powerful" left Hongkong to proceed post haste to save the position in South Africa when the Boer War had broken out. A good many of the officers and men, including Captain Lambton, spent several months in Ladysmith, besieged by the Boers, and had to go on very short commons. It does not seem to have done the survivors much harm, for the Admiral is full of Parliamentary zeal when any subject arises which interests him. So far, the chief subject on which he has forcibly expressed himself relate to pensions and the well-being of the men, the breeding of horses, and various points connected with "Votes for women," and the proper discharge of the relative duties of the sexes in relation to the State. Quite a number of the "Powerful" officers have distinguished themselves during the war, especially Admiral Halsey, who was a sprightly young lieutenant in the closing years of the last century.

Rowing in my early days was very fashionable, and the old V.R.C. Boat Club and Swimming Bath were very much frequented between October and Christmas. The Regatta used to be held before Christmas, no doubt to let us go out of training before plum-pudding time arrived.

It is one of the proudest recollections which I treasure that the Scotch Four won the International Challenge Cup outright by winning the International Races in 1883 and 1884. There were only four Scotsmen rowing in those two Regattas, and the crew was the same on both occasions—Mr. Glass, Mr. Goodlad, Sir James Stewart Lockhart, and myself. There were English, Welsh, Irish and German crews against us. How we managed to win I do not offer to explain, but I remember we worked awfully hard to do it. I wonder how the new Naval Dock has affected the old V.R.C. Bath, or whether it exists at all. It used to be very dark and muddy, and I well remember nearly breaking my neck by striking the bottom with my head when diving in the dark after rowing. I recollect Sir F. H. May putting out his shoulder by doing the same thing. An Irish military doctor happened to be there, and he promptly took off one his boots, put his stockinged foot under Sir F. May's armpit, and, taking hold of his arm, pulled in his shoulder with a loud click. "The language used during the operation is not for publication."

Politically Hongkong was very peaceful in 1883 and 1884. It was enjoying a calm after the turbulent days of Sir John Pope Hennessey. But under Sir William Des Vœux and Sir William Robinson there was a great revival of political activity, when the Popular Cause was vigorously championed by Mr. Whitehead and Mr. Francis.

The "Hongkong Telegraph" of those days, under Mr. Fraser Smith, was a very outspoken newspaper. Mr. Fraser Smith was naturally not popular, for he had a very cutting and unsparing way of stating his view. I remember, in particular, that he cordially hated the Germans. I rather think he applied the term "*Huns*" to them even in those days. In any case, he adopted an antagonistic attitude towards them, and was in turn hated by the strong German interests at that time existing.

If he can look down from the other world upon the present one, he can at least claim to having warned us amply about German characteristics. In this connection it is only fair to say that the older generation of Germans who had come out long before the Huns began to sing "Deutschland uber Alles" were a very different sort of person to the young Prussianised German who succeeded them. The growth of German influence during the time I was in China was very clear, and very interesting to watch. I remember perfectly seeing the first Norddeutscher Lloyd steamer coming in. I think she was either the Bayern or the Sachsen, and she was steadily followed year by year by more and more ships; and how keen British people were to travel by them and pour money into German hands.

Then in due course came "The Mailed Fist," "Prince Henry of Prussia," in the remarkable old Deutschland; the German Navy going ahead steadily until in 1914 it was an open question whether or not they were stronger than our China Fleet at that time. C. in C. Admiral Tirpitz was always a grumpy old gentleman, and I don't suppose his temper is any better at the present time. I met his son when inspecting the German officers' prison camp at Duffryn Aled, in Wales, and we had some conversations about Hongkong and people we both know, for he had served some time in the German China Squadron.

During the period of German expansion *we* expanded also by acquiring the new territory. It entailed slight military operations, during which our transport arrangements were somewhat strained. A friend of mine luckily put a large piece of plumcake into his pocket when starting; it was all he had for 24 hours.

Then one remembers the Boxer trouble, and the Germans coming out after it was all over and killing poor Chinese villagers just to *blood their men*. I recollect seeing Count Waldersee embarking from the Murray Pier, surrounded by brilliantly uniformed officers of all nationalities. We seemed to have a League of Nations then. Let us hope that the next League of Nations, if we have one, will not break up as badly as *the one of 1900 has done.*

Defence.—The Colony was very indifferent on the question of local defence. One or two Volunteer Corps came into being, and died of inanition owing to lack of support in the 'eighties and 'nineties. The activity and efficiency of the present Corps is indeed a happy change from the somnolent old order that prevailed in my early days. Under one of our recurring scares we did inaugurate a Veteran Defence Corps. Whether it exists now or not I do not know; but it helped rifle-shooting very much, and we used to have very enjoyable afternoons at Kowloon, shooting for silver spoons, and sometimes winning wooden ones instead.

Public Health.—The Government have on their shoulders the very heavy responsibility of having neglected all precautions in regard to public health in Hongkong during the years 1880 to 1894. They were well warned for years, before the great outbreak of Plague in 1894, by the Colonial surgeon, Dr. Ayres, but it required that world-embracing calamity to induce them to do anything. The old adage "Prevention is better that cure" was steadily neglected, and one of the most helpful and hopeful signs of the present day is the interest displayed in the matter of public health.

Typhoons.—What a time we used to have when we had no observatory and no typhoon warnings! There are both now, and I am thankful that there is also a typhoon refuge, which I agitated for when I was in the Council. I recollect Mr. T. F. Hough's house at Magazine Gap being partly blown away, and that he had to collect contents of his wardrobe off the trees between the Gap and Aberdeen. His magnificent scarlet coat, which became him so well at the races, was salved, I believe, hanging on to a fir tree. And there were other parts of the contents of the wardrobe, which modesty prevents me from mentioning, picked up in much the same sort of place. Speaking of the Race Club, I would like to be allowed to express my profound sorrow and sympathy at the catastrophe at the last meeting.

I look back on my days in Hongkong with very great interest and pleasure. It was a real good place, especially from the human point of view. If one could not travel, the world came to Hongkong, and amongst the men and women whom one met there were many of the very best; and one treasures the recollection of all the kindness and good fellowship which abounded on every hand. I long to see the place again. I hope some day to do so.

Nov. 6, 1918.—L. & C. Express.

TINY INTERVIEWS.

Mr. C. Grenville Alabaster.—As no official announcement has been made of the forthcoming vacancy on the Legislative Council, I have nothing to say at present as to what I intend to stand for.

Mr. H. W. Bird.—With Mr. Alabaster I do not differ very much, except on the question of Constitutional Reform. There I think he is wrong. On the Housing question we are at one.

Mr. J. R. Wood.—The robber whose death was fully reported in the Press is now in the Jail Hospital, progressing favourably for early trial.

Mr. J. O. Sheppard.—Because of the import embargo on rice into the United States, shipping has fallen off considerably.

Mr. P. D. Sutherland.—Your energetic chief was in yesterday and buncoed me out of an advertisement for your good paper.

Mr. O. H. Ritter.—China New Year has resulted in a decline of the number of steerage passengers going to the United States.

Mr. T. Meek.—Owing to the prevalence of armed robbers, by which Messrs. Falconer & Co. were recent heavy sufferers, and to the admitted shortage at present of the Police Force, I have taken special and unusual measures to safeguard our property.

Mr. A. S. Sorensen.—I don't think much of the "well-founded" report in yesterday's "Bulletin" on the Japan China question. Still there may be some truth in it.

Mr. A. McKirdy.—Everything is in shape now for the Billiard Championship of the Colony. The V.R.C. table has been fixed up, seating arrangements seen to, and officials appointed. There is no reason I see why it shouldn't work as smoothly as last year.

Mr. D. M. Goodall.—There's quite a craze for dancing in the Colony, so we're making Wiseman's bigger by putting on an extra room which will be used for dancing.

Mr. S. Komor.—No! There's nothing fresh in the way of robberies here. Sorry I have no news for the "China Mail."

SUMMARY COURT.

CHINESE FAMILY TANGLE.

Before Mr. Justice Melbourne in the Summary Court this morning, a Chinese woman named Shum Yik alias Shum Tsz Yuek sued Tai Tung Kai, claiming the sum of $840, being allowance for twelve months at $70 per month for family expenses and education of the defendant's son, Hon Kwai, agreed to be paid by the defendant under a Chinese agreement dated June 9, 1917.

Mr. G. R. Haywood appeared for the plaintiff whilst Mr. W. B. Lewis of Messrs. Johnson, Stokes and Masters was for the defendant.

Mr. Haywood in opening his case said the plaintiff was a widow and agreed to marry the defendant, who represented himself to be a bachelor, and that she would be his legal wife and not a concubine. After the marriage, the plaintiff discovered that the defendant had a wife and a concubine in the country and a terrible row took place, after which the plaintiff attempted to commit suicide by taking a dose of opium. The defendant called in a doctor and the plaintiff was sent to the hospital where she recovered. When she came out, the plaintiff went back to live with the defendant and after a while, there was another quarrel and the defendant went to Macao where he wrote to her asking her not to leave him, but the plaintiff did not trust him and as a guarantee was given one of his sons. The defendant also gave the plaintiff a birth certificate in which she was falsely represented as the child's mother. After a while, the defendant asked for the child back in order to avoid trouble with his family and she surrendered it. The defendant then made arrangements to take the plaintiff to the country and rented her a house adjoining his father's. Later she was taken to live in the defendant's father's house. Everything went well for a while, said counsel, until the defendant's concubine ran away leaving her child, Hon Kwai, behind. This child was given in to the custody of the plaintiff, and agreement was entered into whereby the defendant undertook to make the plaintiff a monthly allowance of $70 on condition that she took the child to live with her in Foo Mun. The $70 was to include the child's education.

The agreement which was in Chinese was translated as follows:—

Now because Shum Yik Ngo otherwise Shum Tsz Yeuk is in disagreement with me and she is now willing to go back to Foo Mun to buy a house to live in and to refrain from interfering with the family affairs in Hongkong, I am willing to give month by month for family expenses the sum of $70 to enable her to bring up Hon Kwai. This document is made to serve as proof.

(sd). Tai Tung Kai.

Ting Tsz year 4th moon 20th day.

Continuing counsel said the defendant contributed the $70 for some months and then stopped payment. The plaintiff made several applications to him for payment and not receiving any reply, brought the action. Counsel also said that the defendant had denied paternity of the child alleging that it was the child of his concubine by his father.

Mr. Lewis objected to this saying it was unfair to bring such scandalous rumours as evidence especially when the old man is dead.

The plaintiff in the witness box said she was a widow, her husband having died between April and May 1914. In Oct. 1914 she was living in a house in Caine Road and first met the defendant in a theatre. He followed her but did not get into conversation. She met him again at No. 31A Caine Road. She went there to look for her nephew and met the defendant who was paying a visit to her cousin Lau Pak Wai. About the first half of the 10th moon, he paid her a visit and left after a few minutes. He came again on the following day together with Lau Pak Wai and offered to rent half of her premises for $20 a month. He told her that his family would live with him. She consented to rent him the room and he paid her $50 and moved in almost immediately. He told her that his family was in the country but would arrive soon. Two weeks passed and no one made an appearance, and the defendant told her to take $20 out of the $50 he handed her for the rent and to keep the other $30 for him. A few days later, her servant handed her a letter and on opening it, she found it was a love letter from the defendant. She took no notice and tore it up. The next day, he himself handed her a letter in which was contained a proposal of marriage. She objected but he persisted and on his assuring her that he was unmarried and that she would be his legal wife and not a concubine, she consented and the wedding took place quietly in the Kwongtung fashion, in January 1915. A few days later on the first day of the Chinese New Year, he gave her $100 for house expenses.

Continuing, the witness said a house in which she had a share was sold and she received $2,600 out of the proceeds of the sale, and when the defendant knew of this, he began to take loans from her and eventally said he was hard up having to send $56 every month to his family in the country, and could not give her anything for house expenses. They lived on her money and when that was gone, he sold her curios which she had sent from Canton. She had four boxes of curios and the best part of them are still in the defendant's possession.

Mr. Haywood.—And there is no possibility of recovering them either.

Mr. Lewis.—Oh yes, we are prepared to return them.

Mr. Haywood.—I have made several applications for their return and have not been successful.

Proceeding with her evidence, the plaintiff said a brother of Lau Pak Wai called on her one day and asked for a loan. He also told her that the defendant had a wife and a concubine in the country. She did not believe him and refused to loan him the money. He then went to the defendant's wife and told her about the Hongkong marriage and there was a big row and witness asked the defendant to return her money, saying "You have deceived me and I am going to leave you." The defendant said nothing and went to Macao where he wrote her a letter asking her not to leave him and not to believe stories about him. She was not satisfied with his explanations and after a quarrel with him on his return to Hongkong, she attempted to commit suicide by taking a dose of opium, but the defendant sent for a doctor and had her removed to the hospital where she recovered. When she came out, she asked him what he was going to do and he promised to give her his youngest son. He produced a birth certificate, but she said it was of no use to her as she did not know whether the child existed or not. He then said that the child was too young to bring to Hongkong but offered her an older boy. She agreed and it was brought to Hongkong and placed in her custody. After sometime, the defendant asked for the child back, saying if she gave it up it would save a lot of trouble in the family. She surrendered the child and then asked him what he was going to do about her. He reassured her of his faithfulness to her and offered to take her to his father. They accordingly went to the country and there he rented her a house adjoining that of his father. She lived there a while and then was taken to live in the defendant's father's house. They were all on good terms until the defendant's concubine ran away from the house. The cause for her going away was because the defendant had circulated a rumour that her child, Hon Kwai, was by the defendant's father. The child Hon Kwai was then given into witness's charge. When the defendant's father heard about the rumour which had been circulated, he became angry and threatened to cut the defendant out of his will. Becoming alarmed, the defendant told her that the rumour was circulated by his concubine and not by him, and asked her to go to his father as a witness. At first she agreed but on second thoughts, she decided to have nothing to do with the matter. The defendant then went to Macao and there got a man named Kai Mi and his wife to bear witness to the fact that the rumour was not started by him and also to prove that the defendant's concubine had herself alleged that the child Hon Kwai was by the defendant's father. She then accompanied them to the defendant's father in connection with the accusation. When they returned to Hongkong, she lived for a time at No. 63 Caine Road and then removed to No. 5 Bonham Strand and thence to No. 62 Bonham Strand, where the defendant gave her $100. It was in this house that the defendant entered into an agreement with her whereby he was to give $70 per month on condition she took the child Hon Kwai with her to Foo Mun and not interfere further with the family affairs. He contributed the $70 for several months and then stopped the allowance, and she accordingly brought the action against him.

This interesting case is still proceeding.

CANTON INTELLIGENCE BUREAU.

The "China Mail" has received this communique, dated Feb. 4:

Wu Chao-chu (C. C. Wu, son of Dr. Wu Ting-fang) Vice Minister of Foreign Affairs of the Military Government of the Republic of China, left Hongkong January 4 direct for France where he will represent China at the Peace Conference.

Mr. Wu has been nominated by the Military Government and approved of by the National Assembly of the Republic of China as one of the Envoys Extraordinary to Europe.

DON'T RISK PNEUMONIA.

GET rid of every cold as quickly as possible. It is the forerunner of all pulmonary trouble, and pneumonia may develop in a few hours. Take Chamberlain's Cough Remedy. It is a simple thing to do, but the effect is marvellous. For sale by all Chemists and Storekeepers.

BILLIARDS.

THE GARRISON TOURNAMENT.

83RD CO. R.G.A. v. R.A.M.C.

These teams resumed their match at the Soldiers' Club last night, the R.G.A. holding a lead of 63. All three games were won by them last night, and with four games played they now hold a lead of 272. Gunner Hawley scored a break of 28 last night, the highest so far, his opponent being Lieut. Colonel Crisp, who collected a useful break of 27. The scores to date follow:—

83RD CO. R.G.A.	
Cpl. Glead,	195
Gr. Sharpe,	200
Lieut. Thornewill,	200
Gunr. Hawley,	200
Gunr. Gregory,	200
	1,000

R.A.M.C.	
Sgt. McKechnie.	200
Cpl. Woolman	132
Captain Murray,	187
Lieut. Col. Crisp,	131
L/Cpl. Ellarby,	78
	728

EXHIBITION MATCH.

SGT. GOODMAN v. SGT. DRUMMOND.

There was a crowd in the Garrison Sergts. Mess last night to see a match between Sergt. I. Goodman, Manchester Regt., and Sergt. H. Drummond, 88th Co., R.G.A., play a match of 600 up. Lieut.-Colonel G. B. Crisp, Major L. Cassel, D. A. A. & Q. M. G. and Captain H. E. Murray, R.A.M.C. were among the audience.

Majority of opinion favoured Goodman but it transpired that Drummond was a fine player, scoring with ease, and being the better of the two as regards "position." His losing hazards were a feature of the match. Going off in good form Drummond soon amassed a good lead, breaks of 30 and 40 helping this to some tune. At the finish Drummond won by no less than 158 points. Scores:—Drummond, 600; Goodman, 442.

The best breaks were: Drummond. 40, 40, 35, 33, 33, 31, 28, and 24 Goodman, 31, 26, 24, 23, and 22.

WAR BOND TICKETS MATCH.

For some time past a match has been in progress in the Dockyard Club, between teams captained by Mr. A. G. Pile and Mr. R. W. Bearne. Each member of the losing team has to buy a War Bond ticket, and the proceeds from all tickets purchased in this way, if there are any, will be shared by all those taking part. This is the second match between the teams, Mr. Bearne's team winning the first with the result that he was challenged to play a return. On this occasion Mr. Pile's team turned the tables winning by 86 points. There was considerable interest evinced when the last game was played, Mr. G. Thomas and Mr. F. W. Wright being the final pair. At this stage Mr. Pile's team held the small lead of 9 points, and the other side had hopes of winnings. That was all they did have as Thomas played such a useful and deliberate game that his opponent went right off his play. Frequent playing from hand after Thomas had indulged in winning hazards with the white, gave Wright little chance as he seldom had a "leave", and when Thomas reached his points Wright's score was only 73, Pile's team thus winning by 86 points.

It is expected that the teams will complete the rubber now, each having won a match, but War Bond tickets are on sale only up till February 15, so speed is necessary. The scores follow:—

MR. A.G. PILE'S TEAM.	
Muggridge	129
Barrett	150
Trueman	150
Ponsford	150
McCarthy	150
Cochran	147
Brown	145
Crowden	150
James	118
Parry	150
Spanton	141
W.E. Crocker	150
Black	107
Cawsey	150
White	89
Pile	150
Thomas	150
Total	2497

MR. R.W. BEARNE'S TEAM.	
Pope	150
Pritchard	128
Young	133
Stannard	128
Phillips	109
Perkins	150
Ross	150
Harrison	143
Morley	150
Loach	121
E.T. Crocker	150
Tucker	146
Matthews	150
Seccombe	84
Alderman	150
McCormac	143
Allan	150
Bearne	124
Wright	73
Total	2411

ANOTHER ARMED ROBBERY.

GANG OF FIVE CAPTURED.

Sha Ti Un, a village in Kowloon, was the scene of the latest armed robbery which took place at 12 o'clock on Tuesday night.

The house which the robbers entered was occupied by an old woman and her five small children. Five robbers, four of whom were armed with choppers, and the other with a knife, entered the house and threatened the old woman. Two of them were posted at the doorway to keep a watch while the rest looted the place and stole $45, in money from a basket. They then escaped into Kowloon City, and hid in an empty house to which they were traced by the Police some two hours after the robbery. The whole gang was rounded up. They were brought before Mr. J. R. Wood at the magistracy this morning and charged. Mr. Wood adjourned their trial until Saturday.

ARMED ROBBERY.

WOUNDED MAN AND ANOTHER CHARGED.

The armed robber who was so badly wounded in the affair on Oakland Path, near Mr. Lau Chu Pak's house, was brought before Mr. J.R. Wood this morning, along with another Chinese who was arrested afterwards.

The charge was robbery of $15 from the cloth hawkers whom the gang held up; but a second charge was added, that of stabbing the Chinese coolie woman who got in his way when he was running.

The second man was charged with robbery.

Hearing was adjourned for a week.

HOUSE COLLAPSE.

No. 31, Ui Hing Lane, Wanchai, suddenly collapsed yesterday afternoon, burying the occupants. Firemen and Sanitary Board coolies were rushed to the scene, and clearing away the debris, they succeeded in rescuing the unfortunate inmates. None of them suffered serious injury, excepting a Japanese woman whose injuries were serious enough to require her removal to Hospital. The building, which was built over the entrance of the lane, was a one-storeyed structure and of great age.

HONGKONG POLICE RESERVE.

Orders issued by Mr. F. C. Jenkin, C.B.E.

SUPERINTENDENTS, INSPECTORS, AND UNIT COMMANDERS.

All Superintendents, Inspectors and Unit Commanders will attend at H.Q. Office on Thursday, February 13th, at 6 p.m.

EDUCATION IN CHINA.

The sixth annual meeting of the East China Educational Association, which was concluded on Jan 30 will rank as one of the most important held in Shanghai. Summarizing the three days' work it may be said that the most important development was the evidence of progress made in the matter of normal schools, through much has yet to be done. The reports of the committees on the course of study, including sub-committes on subject matter, also denoted progress, particularly in the curriculum of middle schools. These latter seem to have been neglected to the gain of the higher institutions. This work will be continued, and it is expected that still further progress will be reported next year. Among the resolutions passed was one providing for the appointment of a committee to investigate the advantages or disadvantages and requirements of Government recognition, and also the steps necessary to secure it in the three provinces of the field of the Association.

FRENCH TRADE WITH THE FAR EAST.

The M. M. S. Andre Lebon left on January 25, for the Far East with 1,900 passengers on board, among whom were M. Gerbines, the Governor of the French Indies; General Nogues, who is going to take command of a brigade in China; some officials of various kinds, officers of all arms, some missionaries and 1,100 Annamite labourers from munition-factories who are being repatriated.

The departure of this steamer, the holds of which are full up with various kinds of goods, marks the resumption of the shipping and commercial traffic with the Far East.

ARMED ROBBERY.

ONE CHINESE BEING TRIED.

Before Mr. R. E. Lindsell at the Magistracy yesterday the hearing was begun of the case in which a Chinese was charged with participating in the attempted robbery on No. 85, Bonham Strand West, in the early hours of the morning of January 13.

Chief Detective Inspector Murison prosecuted and the accused was represented by Mr. J. H. Gardiner.

The evidence of the prosecution stated that the robbery was attempted on the third floor of the house. An unknown number of robbers gained entry into the house by the back door. They made for the third floor where was the Chung Hing shop. In the struggle which followed between the robbers and the inmates, a foki of the second floor was attracted to the scene. He was prevented from entering the flat by one of the robbers, but he went back to his own floor and raised the alarm from the verandah. A Chinese constable who was passing outside the house heard the cry and went to the lane back of the house and was in time to meet the accused who was emerging by the back door. The accused on seeing him, told him of a struggle which was then taking place on the third floor. Nevertheless, the constable seized hold of him. The man struggled and broke away, and after a long pursuit, was caught by a watchman at New Market Street. He was brought back to the house and from there to the Police Staion. The other robbers by this time had escaped. Two pairs of shoes were found in the back yard. A search of the premises made a few hours later brought forth six gags and a piece of string. The cubicle on the third floor where the struggle occurred was in a state of disorder. A dagger, said to have dropped from the pocket of accused during his struggle with the policeman, was picked up by one of the inmates of the house, and produced in Court as evidence along with the gags and string.

The evidence of various witnesses was heard, and the case was adjourned.

TO-DAY'S ADVERTISEMENTS.

DANIEL STEWART'S COLLEGE,
EDINBURGH.

WAR MEMORIAL FUND.

FORMER Pupils and others interested may obtain full information from the Headmaster or from the undersigned, to whom subscriptions should now be sent, together with the names and present addresses of other former pupils.

JAS. LAING, S.S.C.,
Hon. Secy. and Treasurer.
42 York Place,
Edinburgh,
Scotland, December, 1918.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction,

on

WEDNESDAY, February 12, 1919,
Commencing at 2.30 p.m.,
at No. 7 Humphreys Building,
Kowloon.

A Quantity of Valuable Household Furniture

On view from Tuesday, 11th inst.
Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, Feb. 6, 1919.

on

THURSDAY, February 13, 1919.
commencing at 2.30 p.m.
at his Sales Rooms, Duddell Street,

A Large Quantity of Valuable Household Furniture,

Comprising:—

Teak hatstand, tapestry covered drawing room suite, Chesterfield couch & armchairs, carved Cherrywood desk & chair, oak & teak bookcases, card table, easy chairs, occasional tables, teak screens, upholstered rattan chairs, carpets, rugs,
&c., &c. &c.

Mahogony & teak extension dining tables, chairs, sideboards, dinner waggons and silver cabinet, ice chest, pictures, ornaments, dinner services, electro-plated ware, cut-glass, cutlery,
&c., &c., &c.

Brass, teak and iron bedsteads, single and double teak wardrobes with bevelled glass doors, teak toilet tables, washstands, chests of drawers, toilet sets,
&c., &c., &c.

Also

2 Victrolas with cabinet and records,
1 Autopiano
2 Enamelled Baths,

And

A Few Pieces of Canton Blackwood Ware comprising Card Table, Curio Cabinet, Stools, Chairs,
&c., &c., &c.

On view from Wednesday, 12th inst.
Catalogues will be issued.
Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, Feb. 6, 1919.

NOTICES.

TENNIS

TENNIS RACKETS
INCLUDING
SLAZENGERS
"IZ", "LAMBERT CHAMBERS"
AND
THE "SPECIAL DEMON."

DAVIS & CO. "S.E.G."
AYRES "SLOTTED THROAT."

TENNIS BALLS
INCLUDING
AYRES FOR GRASS COURTS.
SPALDINGS FOR GRASS AND HARD COURTS.

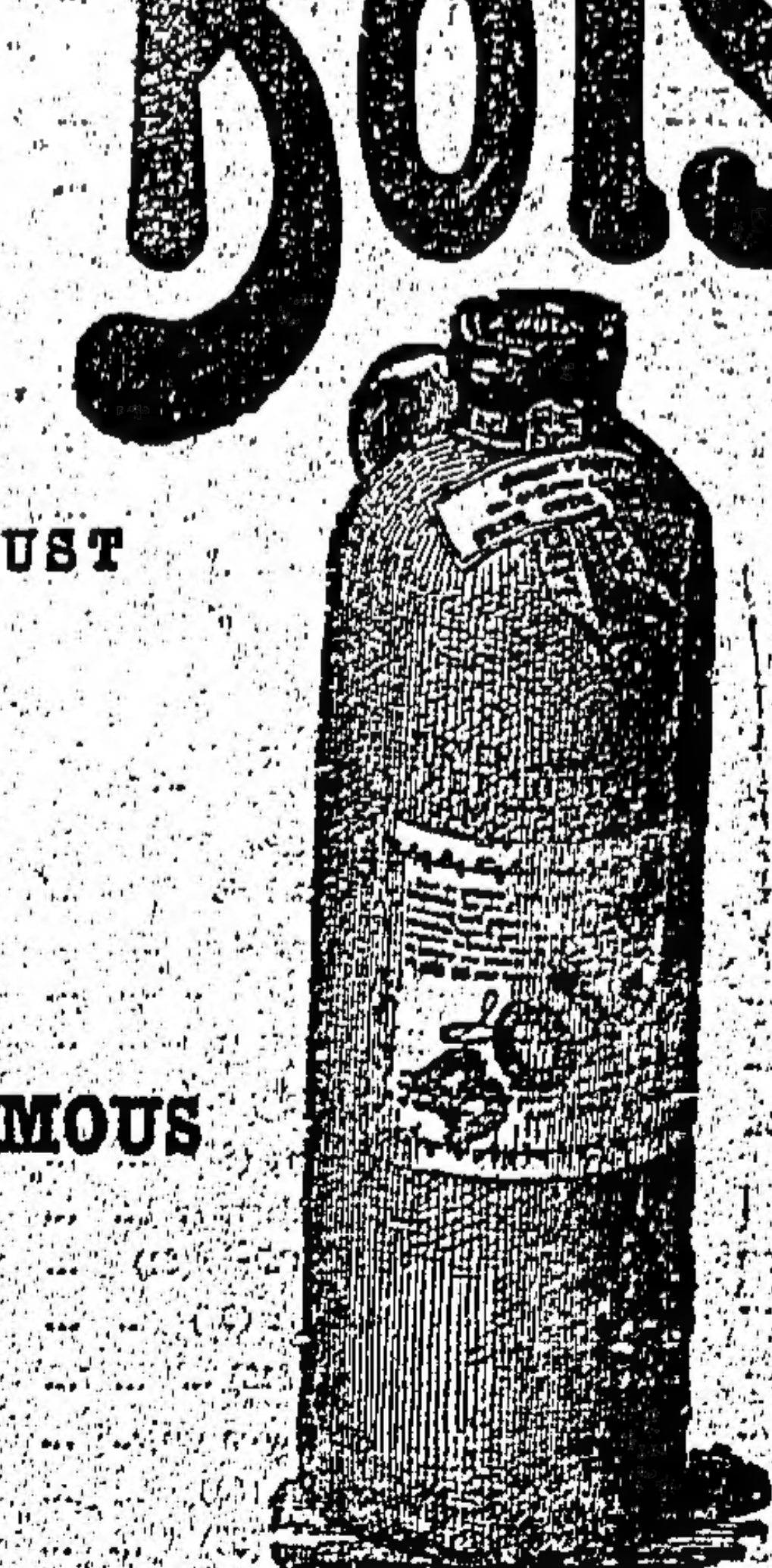
TENNIS POSTS AND NETS
CENTRE GUIDES, MARKING TAPES,
COURT MARKERS, LAWN MOWERS.

Lane, Crawford & Co.

FORTUNATE
ARE THE HOMES HAVING A
COLUMBIA GRAFONOLA
FOR ITS GIFT OF BEAUTIFUL MUSIC BRINGS A NEW AND DIFFERENT PLEASURE TO EVERY MEMBER OF THE FAMILY.
SOLE DISTRIBUTORS:
THE ANDERSON MUSIC COY., LTD.
TEL. 1322. 18, DES VOEUX ROAD CENTRAL.

THE
HERRING—HALL—MARVIN
SAFE
STANDS UNEQUALLED IN THE WORLD TO-DAY.
ALL SIZES IN STOCK—PRICES ON APPLICATION
MUSTARD & CO.,
4, Des Voeux Road Central. Telephone 1166.
AGENTS in FOOCHOW, AMOY, SWATOW and CANTON:
BRITISH AMERICAN TOBACCO CO.

COLONIAL DISPENSARY.
FANCY PERFUMES,
EAU DE COLOGNE,
TOILET SOAPS,
MANICURE SETS.
SUITABLE FOR PRESENTS.
COLONIAL DISPENSARY.
14, Queen's Road, Central. Telepoone No. 1677.



Bols'
JUST ARRIVED
FAMOUS GIN
GANDE, PRICE & CO., LTD.,
WINE MERCHANTS,
QUEEN'S ROAD, CENTRAL. Tel. No. 135.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
JAPAN, CHINA STRAITS, BURMA, COLOMBO, INDIA Etc.
TO
MARSEILLES & LONDON.
VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

S.S.	leave Hongkong about	Due Marseilles about	Due London about
"NORE"	23rd February	30th March	8th April
"NOVARA	12th March	17th April	26th ,,
NELLOR	9th April	15th May	24th May

TO
SINGAPORE, COLOMBO AND BOMBAY.

		due Bombay about
"DUNERA"	10th February	28th February
"HEJAZ"	17th February	9th March

TO
SHANGHAI, MOJI, KOBE &c.

"NOVARA"	9th February	Shanghai Moji and Kobe.

Wireless on all steamers.
For PASSAGE RATES, HAND-BOOKS FREIGHTS, &c. apply to:—
E. V. D. PARR,
Superintendent.
P. & O. S. N. Co's. Office,

OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

FOR VANCOUVER AND SEATTLE.
S.S.

For Space and Particulars apply to DODWELL & CO., LTD., *Agents*

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to **SOUTH AFRICAN PORTS** with transhipment at **CALCUTTA**, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE
Sailings from Hongkong.

For freight & further particulars apply to DODWELL & CO., LTD., *Agents.*

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

For JAVA.
HOKUTO MARU .... due on or about 10th Feb.
RIOJUN MARU .... due on or about 3rd Mar.

For JAPAN.
BANRI MARU .... due on or about 15th Feb.
BORNEO MARU .... due on or about 10th Mar.

For Freight or Passage apply to DODWELL & CO., LD., *Agents.*

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON............Monthly direct service via Singapore and Port Said.
GENOA............Monthly service, taking cargo on through Bills of Lading with transhipment at Bombay to Company's steamers.
MARSEILLES............Monthly direct service via Singapore and Port Said.
INDUS MARU ....Friday, 14th Feb. at Noon.
BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE.
SUMATRA MARU ....Saturday, 15th Feb., at Noon.
BOMBAY, COLOMBO—Regular fortnightly service via Singapore.
KENKON MARU............Saturday, 8th Feb.
KASADO MARU............Wednesday, 12th Feb.
BATAVIA, SAMARANE, SOURABAYA—Monthly direct service.
SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.
VICTORIA, VANCOUVER, SEATTLE, TACOMA.
Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.
AFRICA MARU ....Tuesday, 25th Feb., at 3 p.m.
HAIPHONG—Three times a month service.
TAITOKU MARU ....Saturday, 8th February.
KEELUNG, TAKAO VIA SWATOW, AMOY.
These steamers have excellent accommodation for 1st and 2nd class Saloon Passengers and will arrive and depart from the SOON YIP WHARF, near the Harbour Office.
For TAKAO via SWATOW and AMOY.
SOSHU MARU............Thursday, 13th Feb. at 9 a.m.
For KEELUNG via SWATOW and AMOY.
KALIO MARU ....Sunday, 9th Feb., at 10 a.m.

For sailing dates and further particulars please apply to—
K. YAMASAKI, *Manager.*
No. 1, Queen's Building.

Tel. No. 744 & 745.

SINGAPORE RUBBER SHARE MARKET.

MESSRS. FRASER AND CO.'S QUOTATIONS.

	Singapore, Jan.	17th,
Alor Gajah ($1)	3.50	3.75
Amal. Malay fy. pd. ...	2.35	2.55
Ayer Hitam ($5)	13.00	14.00
Ayer Kuning ($1)... ...	1.25	1.45
Ayer Molek ($1)	2.60	2.75
Ayer Panas ($5)	10.75	11.25
Balgownie ($1)	5.00	5.25
Bassett ($1)	.95	1.05
Batang Benar ($10) ...	14.00	15.50
Batu Lintang ($10) ...	1.10	1.25pm
Bukit Jelotong ($1) ...	0.65	0.75
Bukit Katil ($1)	1.00	1.15
Bukit Kepong ($2) ...	2.65	2.75
Bukit K. B. ($1)	0.70	0.85
Bukit Timah ($10) ...	...	11.00
Changkat S'dang ($5)...	8.00	8.50
Glenealy Pins. ($1) ...	1.85	2.00
Haytor ($5)	7.50	8.25
Indragiri ($5)...	7.15	7.15xd.
Jeram ($1)	1.35	1.50
Jinah ($1)	1.75	1.95
Kamuning ($2)	4.35	4.75
Kedah ($1)	3.40	3.75cd
Kelemak R. ($5)	7.00	7.50
Kempas ($2)	8.00	8.20
Kluang ($5)	5.50	6.00
Lunas ($5)	8.25	8.75
Malaka Pinda	2.65	2.75
Malakoff ($2)	4.60	4.70
Mandai-Tekong ($1) ...	0.75	0.85
Mergui ($5)	5.75	6.25
New Serendah ($2) ...	4.10	4.50
Nyalas ($5)	7.75	8.00
Pajam ($5)	11.00	11.75xrts
Pantai ($1)	1.55	1.70
Parit Perak ($1)	2.65	2.75
Perak River ($1)	2.60	2.75
Pulau Bulang ($10) ...	4.00	4.25
Ponggor ($1)...	0.70	0.80
Radella ($5)	10.00	10.75
Sandycroft ($2)	3.75	4.10
Scudai ($5)	7.50	8.00
Sembrong ($1)	0.25	0.35
Sungei Bagan ($2)... ...	3.60	3.85
Sungei Patani ($1) ...	0.45	0.55pm
Tambalak ($1)	1.00	1.10
Tapah ($10)	17.50	18.25
Teluk Anson ($5)... ...	11.25	13.25
Temerloh ($1)	1.10	1.30
Trafalgar ($2)	1.00	1.20
Ulu Pandan ($1)... ...	0.80	0.90
United Malacca ($1) ...	1.30	1.40
Ulu Simpan ($1)	2.05	2.30

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAIGON	KIUKIANG	Feb. 7, at Noon.
SHANGHAI	YINGCHOW	Feb. 9, at 4 p.m.
SHANGHAI	SINKIANG	Feb. 11, at Noon.
SHANGHAI	SUIYANG	Feb. 13, at Noon.
SHANGHAI	CHENAN	Feb. 15, at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS		TO SAIL
MANILA	LOONGSANG	FRIDAY,	Feb. 7, at 3 p.m.
SANDAKAN	MAUSANG	SATURDAY,	Feb. 8, at 10 a.m.
SHANGHAI via SWATOW	WINGSANG	SUNDAY,	Feb. 9, Daylight.
STRAITS & CALCUTTA	KWAISANG	TUESDAY,	Feb. 11, at 3 p.m.
SINGAPORE & SAMARANG	HINSANG	WED'DAY,	Feb. 12, at 3 p.m.
MANILA	YUENSANG	FRIDAY,	Feb. 14, at 3 p.m.

CALCUTTA LINE:—This line is temporarily disorganised owing to the war, but at present a monthly service is maintained with Calcutta by the s.s. "Kwaisang" and "Vitim" calling at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and carries a fully qualified Surgeon.

SINGAPORE LINE:—The s.s. "Van Waerwijck" leaves for Singapore approximately every fortnight. This vessel has excellent accommodation for first class passengers and is fitted throughout with Electric Light and Fans and also carries a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.
Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtsze Ports via Shanghai. Through B/Lading are issued to all Northern and Yangtsze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to
THE GENERAL MANAGERS
JARDINE, MATHESON & Co., Ltd.,

Tel. No. 215.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LTD., *Agents.*

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE.

REGULAR SAILINGS
BETWEEN
CHINA, MANILA, SINGAPORE, JAPAN and SEATTLE.

FOR FREIGHT AND PARTICULARS
APPLY TO:
THE ADMIRAL LINE,
JOHN J. GORMAN, GENERAL AGENT.
Telephone 2888. No. 12, Ice House Street.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong.
TENYO MARU	22,000	14th February.
KOREA MARU	20,000	28th Feb. from Yokohama.
SHINYO MARU	22,000	5th March.
PERSIA MARU	9,000	27th March.
KOREA MARU	20,000	22nd April from Yokohama.
NIPPON MARU	11,000	29th April from Yokohama.
SIBERIA MARU	20,000	22nd May from Yokohama.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO Via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.
Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong:
ANYO MARU	18,500	Mar. 21st.
SEIYO MARU		May 3rd.
KIYO MARU	17,200	July 12th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—
T. DAIGO, *MANAGER,*
KING'S BUILDING.

Telephone Nos. 2374 and 2375.

SHIPPING

CANADIAN PACIFIC
OCEAN SERVICES LIMITED

PACIFIC SERVICE
SAILINGS FROM HONGKONG TO VANCOUVER
via NAGASAKI (or Moji) KOBE and YOKOHAMA.

STEAMER.	FROM HONGKONG.	ARRIVE VANCOUVER.
Empress of Russia	27th Feb.	17th March.
Empress of Japan	12th Mar.	2nd April.
Empress of Asia...	27th Mar.	14th April.
Monteagle	5th April.	29th April.
Empress of Russia	24th April.	12th May.
Empress of Japan	7th May.	28th May.
Empress of Asia...	22nd May.	9th June.
Monteagle	10th June.	4th July.
Empress of Russia	19th June.	7th July.
Empress of Japan	2nd July.	23rd July.
Empress of Asia...	17th July.	4th Aug.
Monteagle	20th Aug.	13th Sept

For particulars regarding passage fares, sailings and reservation of accommodation, also itineraries of trips and descriptive literature, apply to
P. D. SUTHERLAND.
General Agent, Passenger Department.
PHONE 712.

For freight rates and through bills of lading, via Vancouver, in connection with Canadian Pacific Railway to all Overland Points in Canada and United States, also to Europe and West Indies, apply to
J. H. WALLACE.
General Agent.
PHONE 42.

HONGKONG.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN		LEAVING.
HAITAN	Capt. A. H. Stewart...	SATURDAY,	8th Feb. at 1 p.m.
HAIHONG	Capt. J. W. Evans......	FRIDAY,	14th Feb. at 1 p.m.

SWATOW & AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier)
For FREIGHT and PASSAGE apply to—
DOUGLAS LAPRAIK & Co.
General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons, American Registry).
"CHINA" (10,200 tons, American Registry).

SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU

"NANKING" March 27th, 1919.
"CHINA" February 7th, at 1 p.m., 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Ice House Street. Tel. 1934.

AMERICAN & MANCHURIAN LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

THE Steamship
"BLOEMFONTEIN"
will be despatched for:—
NEW YORK via Panama Canal
about the 25th February.
For Freight and Further Particulars, apply to
THE BANK LINE, LIMITED,
General Agents.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.
FROM HONGKONG: Connecting with FROM COLOMBO

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to
THE BANK LINE, LIMITED
MANAGING AGENTS.

"ELLERMAN" LINE.
(Ellerman & Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners option. Subject to change without notice.

THE BANK LINE, LTD
General Agents.
Or to REISS & Co., Canton.

SHIPPING.

GERMAN SHIPPING.

All German shipping having passed under the control of the Allies in conformity with a decision of the Supreme War Council arrived at last week, it will doubtless be of interest to summarise from numerous articles on the subject which have appeared in well-informed British journals during the war, facts and figures bearing on the subject.

A comparatively recent semi-official German estimate of the tonnage of the German Mercantile Marine, which, prior to the war, amounted to 5,450,000 tons indicated that it had been reduced to about 2,559,000 tons through losses of various kinds.

To this total of 2,559,000 the compiler of the estimate added 674,833 tons for vessels interned in neutral ports. It is probable that this latter figure should be considerably reduced, for it is, seemingly, the total tonnage known to be in neutral ports at the time of the commencement of hostilities, and it is a well established fact that some of the vessels were surreptitiously fitted out as raiders, coming, in the course of their nefarious careers before long to utter grief through their inability to escape the vigilance of British and other warships and armed cruisers.

According to some authorities there were 1,550,206 tons of German shipping in German ports at the close of hostilities, and at that time there was added to the total 950,000 tons for new vessels, which included two new Hamburg-America Co. liners of 56,000 tons and 32,000 tons, respectively; three cargo steamers of 22,000 tons each, as well as four vessels built to the order of the Norddeutscher Lloyd, i.e., two mail and passenger steamers of 35,000 tons each and two freighters of 16,000 tons each.

It seems, therefore, that if the total tonnage of the German Mercantile Marine is stated to be not more than 2,500,000 it will be found that we have not given the Huns credit for much more than they possessed when hostilities ended in November with signing of the terms of the armistice imposed upon them, not terms, be it noted, which we either proposed or were ready to discuss with the vanquished foe.

Germany's 2,500,000 tons of shipping represents only a very small portion of the losses she inflicted with her submarines upon the shipping of Great Britain, her Allies, and neutrals, and it stands to reason, therefore, that if, as an act of ordinary justice, she is compelled by the terms of the peace settlement to make good ton-for-ton not only will the shipping she has now to surrender to our control pass out of German possession in the near future, but several years will elapse before she has been compelled to atone to a moderate extent for her foul deeds on the high seas, for a great many vessels will have to be built in German yards by German workmen at Germany's expense in order that her obligations be duly discharged.

If we mistake not several German steamers left here hurriedly for Dutch Indies ports on news of Great Britain's declaration of war against Germany reaching these shores in August, 1914. They are probably there at the present time. Some of the vessels that rushed away at top speed were, if we remember aright, engaged in the Singapore-Bangkok trade, while others were trading regularly between this Colony and Borneo. Others, too, were approaching Singapore from Australia and Europe and had reached Sabang or its vicinity when they got news which led their commanders to seek safety in internment in neutral waters.—"Straits Times."

NEW SHIPS FOR OLD.

A Kokusai-Reuter telegram dated Washington, January 16, to Japan papers reported that in place of ships which are retained for army purposes and which have been outfitted for transportation of troops, the owners will receive ton-for-ton in vessels built and owned by the Government. In addition to the return of the requisitioned ships replacements thirty-four steamers of 275,104 deadweight tons owned by the Shipping Board have been allocated to the various lines for operation in American trade, so the Shipping Board has announced.

The report of the Board on January 9 showed that under requisition 248 American ships of a total of 1,219,283 gross tons were taken over. Of these possibly 75 are in the service of the War Department as troop-supply ships or transports.

WINCARNIS
THE WINE OF LIFE

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong about	Due Marseilles about	Due London about
NORE	23rd Feb., 1919	30th March	8th April
NOVARA	12th Mar., 1919	17th April	25th April
NELLORE	9th April, 1919	15th May	24th May

TO

BOMBAY via STRAITS & COLOMBO.

S. S.	From Hongkong about	due Bombay about
DUNERA	10th February	25th February
HEJAZ	17th February	9th March

TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	
NOVARA	9th February	Shanghai, Moji and Kobe.

Tickets Interchangeable with B.I.S.N. Coy. between ports, common to both Companies.

P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or by Orient Company.

Passengers may travel B.I. Company between Singapore and Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.

Steamers and Sailing dates are liable to be altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, Dates of Sailings &c., apply to

E. V. D. PARR,
Superintendent.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.

Telephone No. 1116. **25, Wing Woo Street, Central.**

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
Shanghai, Kobe & Yokohama	*Iyo Maru, 12,330 tons	THURS., 20th Feb., at 11 a.m.
Nagasaki, Kobe & Yokohama	*Tango Maru, 13,760 tons	SAT., 22nd Feb., at 11 a.m.
Shanghai, Moji & Kobe	§Yamagata Maru, 8,000 tons §Taisho Maru, 7,000 tons	FRI., 14th Feb. SAT., 15th Feb.
London or Liverpool via Singapore, Malacca, Penang, Colombo, Suez & Port Said.	*Mishima Maru, 15,050 tons *Sado Maru, 12,560 tons	MONDAY, 17th Feb., at 11 a.m FRIDAY, 21st Feb., at 11 a.m.
Melbourne via Manila Zamboanga, Thursday Is., Townsville, Brisbane, & Sydney	*Kamakura Maru, 12,410 tons *Tango Maru, 13,760 tons	WED., 19th Feb., at 11 a.m. WED., 26th March, at 11 a.m.
New York via Shanghai, Kobe, Yokohama, San Francisco & Panama Canal		
Bombay via Singapore, Malacca, & Colombo	Hwahwu Maru, — tons Yubari Maru, 8,000 tons	middle of Feb. Beginning of March.
Calcutta via Singapore, Penang & Rangoon	Akita Maru, 8,000 tons	Beginning of March.

§ Omitting Shanghai and/or Moji

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†*Suwa Maru, MONDAY, 5th May, at 11 a.m.

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Marseilles	Indus Maru	Osaka Shosen Kaisha	On 14th Feb., at Noon.
San Francisco via Shanghai & Japan, &c.	Tenyo Maru	Toyo Kisen Kaisha	On 14th Feb.
San Francisco via Shanghai, Japan &c.	Shinyo Maru	Toyo Kisen Kaisha	On 5th March.
San Francisco via Shanghai, Japan &c.	Colombia	Pacific Mail S.S. Co.	On 26th Feb., at Noon
San Francisco via Shanghai, Japan &c.	China	China Mail s.s. Co., Ltd.	On 6th Feb.
San Francisco via Shanghai, Japan &c.	Nanking	China Mail S.S. Co., Ltd.	On 27th March.
San Francisco	Grotius	Java-China-Japan Lijn	On 8th Feb.
San Francisco	Wilis	Java-China-Japan Lijn	On 11th Feb.
New York via Panama Canal	Bloemfontein	The Bank Line, Limited	About 25th Feb.
Victoria B.C., & Seattle via S'hai, &c.	Fushimi Maru	Nippon Yusen Kaisha	On 27th Mar., at 11 A.M.
Victoria, Vancouver, Seattle & Tacoma.	Africa Maru	Osaka Shosen Kaisha	On 25th Feb., at 3 P.M.
Vancouver via Shanghai, Japan &c.	Empress of Russia	Canadian O.S. Ld.	On 27th Feb.
Australian Ports via Manila	Kamakura Maru	Nippon Yusen Kaisha	On 19th Feb., at 11 A.M.
Australian Ports via Japan	Anyo Maru	Toyo Kisen Kaisha	On 21st March.
Australian Ports via Japan	Seiyo Maru	Toyo Kisen Kaisha	On 7th May.
Japan	Banri Maru	Dodwell & Co., Ltd.	On 15th Feb.
Shanghai	Wingsang	Jardine, Matheson & Co., Ld.	On 9th Feb., at D'light.
Shanghai	Yingchow	Butterfield & Swire	On 9th Feb., at 4 p.m.
Shanghai	Sinkiang	Butterfield & Swire	On 11th Feb., at Noon.
Shanghai, Kobe & Yokohama	Iyo Maru	Nippon Yusen Kaisha	On 20th Feb. at 11 a.m.
Shanghai, Moji & Kobe	Yamagata Maru	Nippon Yusen Kaisha	On 14th Feb.
Tamsui via Swatow & Amoy	Soshu Maru	Osaka Shosen Kaisha	On 13th Feb., at 8 A.M.
Keelung via Swatow and Amoy	Kaijo Maru	Osaka Shosen Kaisha	On 9th Feb., at 10 a.m.
Swatow, Amoy & Foochow	Haitan	Douglas Lapraik & Co.	On 8th Feb., at 1 P.M.
Manila	Loongsang	Jardine, Matheson & Co., Ltd.	On 7th Feb. at 3 P.M.
Java	Hokuto Maru	Dodwell & Co., Ltd.	About 10th Feb.
Singapore, Rangoon & Calcutta	Akita Maru	Nippon Yusen Kaisha	Beginning of March.
Nagasaki, Kobe & Yokohama	Tango Maru	Nippon Yusen Kaisha	On 22nd Feb. at 11 a.m.
Straits & Calcutta	Kwaisang	Jardine, Matheson & Co., Ltd.	On 11th Feb., at 3 P.M.
Singapore, Penang, Colombo & Port Said	Nore	P. & O. S.N. Co.	About 23rd Feb.
Sandakan	Mausang	Jardine, Matheson & Co., Ltd.	On 7th Feb. at Noon.
Bombay, via Singapore, Malacca & Colombo	Hwahwu Maru	Nippon Yusen Kaisha	Middle of Feb.

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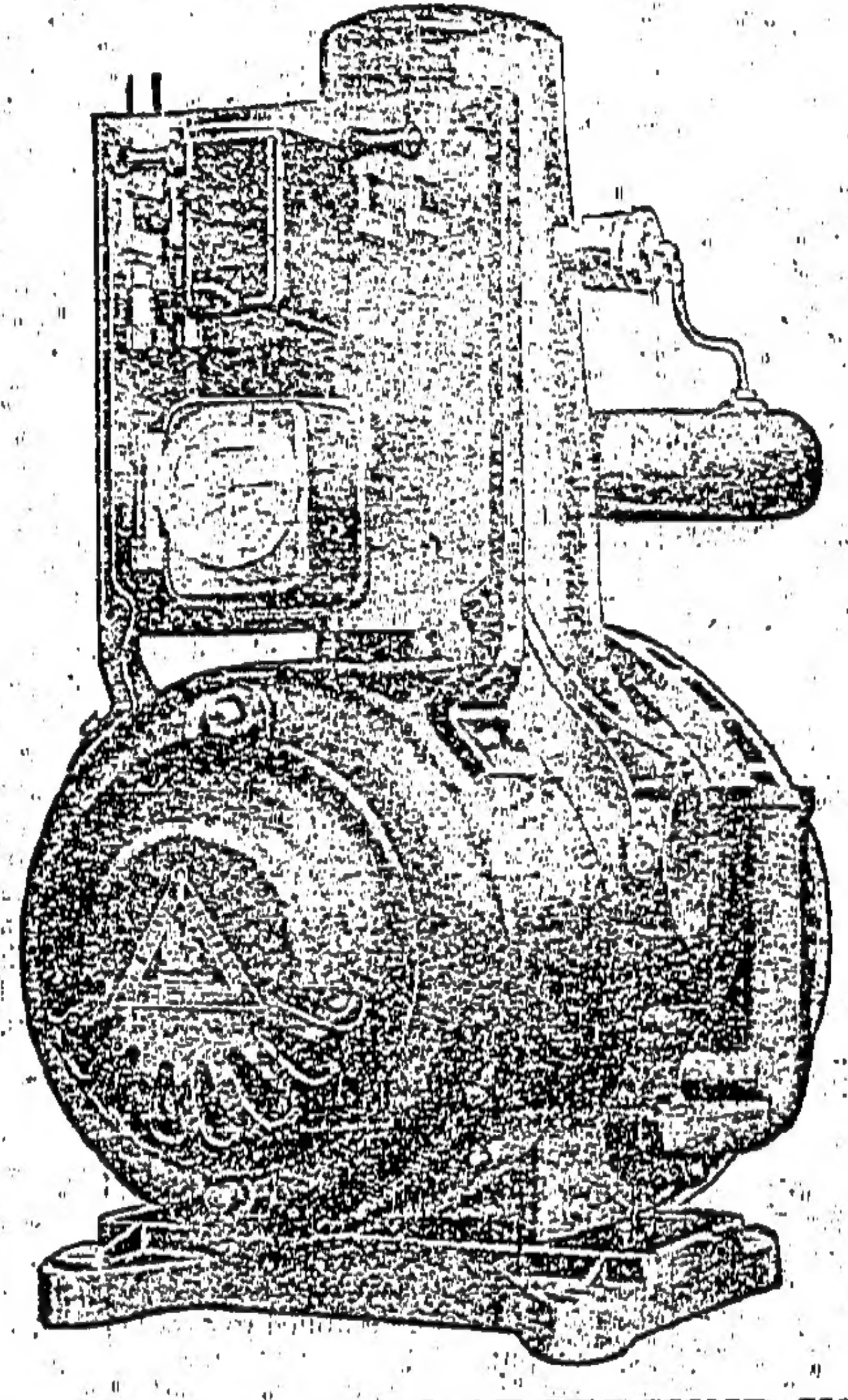

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No. 2 Dock, Kowloon	371'	74'	15' 6"	7' 6"	[illegible]
No. 3 Dock, Kowloon	264'	49' 2"	14'	7' 6"	[illegible]
Patent Slip, No. 1, Kowloon	240'	60'	14'	7' 6'	[illegible]
Patent Slip, No. 2, Kowloon	[illegible]	50'	12'	[illegible]	[illegible]
TAI-KOK-TSUI					
Cosmopolitan Dock	466'.0"	85' 6"	20	7' 6"	[illegible]
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P. AND O. MEETING.

(Continued from page 2)

You can form an idea of what Government control means by looking at an order published in the papers of November 29 by a Department on the subject of petrol. (Laughter.) I will not quote it all, but will read an extract:—

"1. This Order may be cited as the Motor Spirit (Consolidation) and Gas Restriction Order, 1918, Amendment Order No. 2, and shall be read and construed together with the Motor Spirit (Consolidation) and Gas Restriction Order, 1918, hereinafter referred to as the Principal Order, and the Motor Spirit (Consolidation) and Gas Restriction Order, 1918, Amendment Order, hereinafter referred to as the Amendment Order No. 1, and the three Orders may be cited together as the Motor Spirit and Gas Restriction Orders, 1918." (Loud laughter.)

"2. The several words, terms, and expressions to which meanings are assigned in the Principal Order have the same respective meanings in this Order." (Renewed laughter.)

"The Times" interprets the Order as meaning that the public may now use petrol for any purpose within a radius of 30 miles from home. Unless the ordinary human being got an interpretation I am afraid he would be puzzled to know its meaning. Ladies and gentlemen, this is a simple sample of Government control. We have no use for this sort of verbiage in ordinary business transactions. The whole community is sick to death of control and permits and licences and priority certificates of all classes. (Hear, hear.)

Reflections are sometimes cast upon the commercial community of this country for their want of enterprise. It is said that they do not move with the times, and that they carry on with antiquated methods and machinery. I have had the figures taken out showing the amount of money which the P. and O. and the companies associated with it have put into new ships during the last 25 years, and the total runs into something approaching 50 millions. While that is our position, it is in a relative degree the same with almost every shipping company in the country, and I do not think the shipping industry, at any rate, can be accused of lack of enterprise or of adopting a niggardly and short-sighted policy. Half the cost of building a ship goes in wages, and as the cost of the material put into a ship practically also goes in wages, some idea can be formed of the value of the employment given to our people through shipbuilding alone, while the greater part of a ship's earnings is expended on the wages of the crew, coals, and running stores, and the production of the two last-mentioned items again affords employment."

The shipping industry of this country has been built up by the shipowners adopting a prudent financial policy of distributing moderate dividends, making ample provision for depreciation and investing this, together with any undivided profits, in new and up-to-date tonnage. With the experience they have gained no doubt this policy will be maintained, and while we shall have grave difficulties to contend with in the future, provided we are left unhampered I have no fear but that we shall be able to recover and hold our old premier position in the world. (Hear, hear.) We ask for no help from the Government; all that we ask for is freedom from unnecessary interference and from repeated changes in rules and regulations framed at the other end of the town. The Society of Lloyd's, composed as it is of shipowners, merchants, and underwriters, advised by the best technical skill obtainable, trusted by the whole world, always progressive, always ready to consider any suggestion for the improvement and safety of ships, passengers, and cargo, its hall-mark respected everywhere, its record without blemish, is perfectly capable of safeguarding the interests of the public, and the construction of ships designed by owners for their own particular trades may be safely left to the rules laid down by Lloyd's. (Hear, hear.)

We hear a great deal about reconstruction after the war. If we are left alone by Government Departments we are perfectly capable of reconstructing ourselves. Everything cannot be done in a moment of time, things will gradually settle themselves, and I was impressed with a statement made by Mr. Roberts, the Minister of Labour, a few weeks ago, when he said, "It is my belief that for a long time after the war the reconstruction of the world will offer tasks enough to employ all the hands, whether they be men's or women's, which can be found to put upon the work." There may be a few weeks of trouble and dislocation. Men and women getting 25s. to 30s. a week for doing nothing for three months may not be disposed to look about for employment, but in Mr. Roberts's opinion I am disposed to concur. A little give-and-take and consideration will be necessary for a time, but we shall all shake down.

If there is not employment for our population in these islands, there are vast opportunities in our Dominions beyond the seas, and the highway to and from our Dominions will, in the future as in the past, be as safe as the road to Scotland. The coming decade is to be one of immense production to repair the damage of the last four years, improving the permanent plant of trade and communications, and resuming the normal operations which have been suspended by the war. It is to be a decade in which we are more likely to see three jobs for one man than three men for one job. There are croakers who quail before the problem that confronts us after the victory we have gained. They see nothing ahead but internal strife and impoverishment, and they point to the difficulties of the decade that followed the close of the Napoleonic wars. I am sanguine enough to believe that we shall enter the first crucial period of peace in as favourable a position as most of our rivals. We may for a time have high prices, but they will be world prices; and the energy, the industry, and the law-abiding character of our people will see us through peace, just as they have seen us through war. (Hear, hear.) We have a vast Empire to a great extent undeveloped, the soil unworked, and the treasures untapped. I trust the days of the workhouse are well-nigh over. We cannot expect to get rid of the loafer altogether—the man whom Kipling describes as one who goes about looking for work and praying to God he may not find it (laughter), and we cannot hope to create an altogether new heaven and a new earth in an old country, but we shall pull through.

There are without doubt certain disturbing elements in this country at the moment. We have some men in our midst who, I am afraid, are saturated, whether they know it or not, with the Bolshevist creed; who regard capitalists as robbers; who would be prepared to see society overthrown, who consider that labour is the sole creator of wealth, and is therefore entitled to all its rewards. They would welcome a war of classes, forgetting that this would inevitably lead to our becoming a servile State. Happily, their numbers are few, and the common sense of the people of these Islands is not likely to be influenced to any extent by their proceedings. The Russian Revolution furnishes the best evidence that the world has yet witnessed of the inevitable results of such doctrines. You can see in Russia, in full and deadly bloom, every economic fallacy and every form of political quackery that has ever bewitched mankind. Russia to-day is a reference library of all the social, governmental, financial, and industrial errors that it is possible for half-educated or wholly uneducated men, spurred on by passionate greed and hatred, to commit. If you want to know what happens when the workers are incited not only to believe, but to act on the belief that the industries in which they are engaged are their own creation, belong to them, and should be operated by them, and that the man who thinks and organizes should be denounced and treated as an enemy, you have only to look at Russia.

When capital—which is seed corn reserved to beget a harvest—is counted as something only to be confiscated, you have only to look at what has happened in Russia. When groups or sections of industrial units act as though they were the whole nation, in disregard of anything and everything else, you have only to look at what has happened in Russia. In that country, for the time being, all thought and energy are occupied not in the production of goods or wealth, but in the problem of distribution or destruction of what already exists. Its people are obsessed with the theory that everybody will be richer if everybody steals from the other, and they are blind to the fact that universal ruin, famine, and anarchy will be the fruit of such policy. It is inconceivably sad that Russia, with a population and resources greater than any other country in Europe, should have fallen to her present state; and her condition is an object-lesson which ought to go home to us all. (Hear, hear.)

So far as shipping is concerned, if it had been decreed that Government officials were to be allowed to control us, while Allies, neutrals, and enemies were free, there obviously would have been only one course open to the P. and O. Company. We would have built no more ships, we would have disposed of the two millions of tonnage which we and our associated companies possess in the best available market, we would have divided our assets amongst our shareholders, and retired from business. I do not think we should have had any difficult in selling our ships; and others would have been only too glad to buy them.

There has been a great deal of talk about the standard ships which the Government has built. I do know who was originally responsible for the idea—one seldom knows who is responsible where the Government is concerned. We have never yet heard, for instance, who was responsible for the fiasco of the aerodrome at Loch Doon (laughter), that deplorable spectacle which I had the curiosity to look at a few months ago. I saw miles of broad macadamized and asphalted road which had been made leading now to nowhere, I saw wide stretches of moorland laid with concrete which it will not pay to pick up, I saw wet docks which it will not pay to pick up, I saw wet docks which had been constructed in the loch, and acres of a marsh the drainage of which had been attempted, with miles of piping, but which still is, and will always remain, a bottomless bog. (Laughter.) There were hangars built for aircraft being dismantled, there were huts for the accommodation of 3,000 workmen being levelled to the ground, there was an aerial railway on huge concrete pillars which it will not pay to demolish; a line of railway had been constructed which was being used to bring back motor-boats, steam launches, and other salvage. The visit had the effect of a nightmare. Even when everything is removed which can be removed, there will still remain unobliterated for generations to come, far away among the Ayrshire mountains, a monument to the folly of their ancestors such as posterity will scarcely credit. I think a bronze plate might well be fixed on one of the gigantic concrete pillars with the words, "This derelict was not the outcome of private enterprise." (Laughter.)

Had shipowners been allowed to build their own ships, the British mercantile marine after the war would have been much better equipped for the general trade of the world than it is to-day, and so far as meeting the requirements of the war goes, there would, I believe, have been just as many ships afloat, or nearly so, as there is now. I have nothing to say against the so-called standard ships; they are excellent vessels in their way, but, ladies and gentlemen, we all build, and have always built, standard ships. We settle the type of ship we require, and we place an order, not for one ship, but for several, and the builders proceed right away. Standardization, however, has its limits. We decline to be fossilized, and the next batch which we build is an improvement on the previous one. There is no finality in ship design or construction. I venture to say it would have been infinitely better if owners had been left free to invest their depreciation, surplus earnings, and the amounts they have obtained for the ships that have been sunk in replenishing their fleets.

While settlements which seemed more or less fair at the time, but in no case favourable to the company, have been arrived at for ships sunk by the enemy, we have suffered severely in the case of ships destroyed in the early part of the war before values increased to the present-day figures. For instance, for one ship, which cost close on a quarter of a million, we recovered £86,675; for another, which cost considerably over a quarter of a million, we recovered £40,171. For a third we recovered little more than half her original cost. Had we been permitted to make contracts to replace these vessels when they were sunk, the position would not have been so bad, but, as you are aware, practically no shipowners have been allowed to build on their own account for the last four years, and the consequence will be that when we are again permitted to build we shall have to pay two to three times the pre-war prices, and the amount recovered for the three ships which I have mentioned will not be sufficient to replace even one-half of one of them. The position is very serious, and is causing the board no inconsiderable anxiety. The total amount recovered by the P. and O. Company for vessels destroyed will be far short of the cost of replacement unless prices fall very materially. As things stand at present, when earning power is considered, we are certainly two to three millions to the bad if the value of the ships lost is compared with the amount we have recovered. Meantime, we must go on replenishing our fleet, even at the present high prices. We have within the last few days arranged for the construction of two large mail and passenger ships with Messrs. Harland and Wolff, and for three steamers for the branch line with Messrs. Caird, while provisional arrangements to secure berths have been made with other builders, and orders will be placed as soon as they are in a position to proceed with mercantile work.

One thing the war has done for British shipowners, and that has been to bring them more together. When it became necessary to divert ships from their previously recognized trades to other trades it was laid down and confirmed by the Shipping Controller that there was to be no after-war poaching, and that each line, when things became normal, was to "respect the others" pre-war trades. In this way ships were handed over from one owner to another for work in full confidence. When the liner requisition comes to an end, as we hope it shortly will, we shall, I trust, all honourably revert to our various spheres, and I hope there will be no disposition by one to take advantage of the other by means of information gained or relations established while we have been fighting the common enemy. Any attempt at encroachment by one line on the sphere of another will be regarded as the insidious peaceful penetration of the Hun. (Laughter.) I am afraid, however, attacks will be made by those who are not British. Severe dips have already been made into many hitherto British trades by Allies, associates, and neutrals, and British shipowners will have to fight to regain their positions. This they will be prepared to do, though they will be working at a great disadvantage from the fact that their profits have been severely limited, while the profits of others have been fabulous. The Government, for instance, are paying the British shipowner something like 12s. to 15s. per ton per month and at the same time they are paying for neutral tonnage as much as 40s. to 50s.

During the past two or three years we have naturally had a good deal of business to transact with the Controller of Shipping, and our relations have been of the most friendly character. Sir Joseph Maclay, however, I am constrained to say, has driven many a hard bargain with me, and I am afraid that thousands of pounds have been retained for the State which would have found their way into the coffers of the P. and O. Company had it not been for the geniality of a disposition which it is extremely difficult to resist. (Laughter.)

There was a considerable outcry in the early part of the war regarding the profits being made by shipowners and shipping companies with the result that a discrimination was made against shipowers in the Finance Act of 1917. Under the excess profit duty all business firms are granted a refund of excess profits duty should their profits in any year fall below the pre-war standard, but from the operation of this rule shipowners and shipping companies were especially excluded in 1917. I am very much afraid the time is not far distant when many shipowners and shipping companies will find their profits considerably short of the pre-war standard, and it would be no more than an act of justice were this discrimination against the shipping community repealed and shipping put on an equality with all other business concerns in the country. If Great Britain is to recover commercially it must get rid of the excess profit duty. There is no greater deadweight on enterprise, initiative, and industry than this tax. We all bowed to it when it was introduced, we loyally accepted the increases, but those of us who are engaged in business realize that its operation is vicious in the extreme. Human nature being what it is, the impost leads to indifference and to extravagance, not only on the part of principals, but on the part of staff. It is no uncommon thing for an application for an increase of salary to be supported by the plea that, after all, Government—that is, the taxpayer—will pay 87½ per cent., while ventures or developments which would be seriously considered are brushed aside, for the reason that if they turn out well the Government will take the lion's share, and if they turn out badly the entire loss falls on the adventurer. The tax also completely prevents any man starting in business for himself, as all he will be allowed to keep out of his profits is a moderate rate of interest on his capital, *plus* a mere fraction of his profits, if he makes any. Ladies and gentlemen, this is not good enough for the risk. I believe no man is more prepared to admit the truth of these contentions than the Chancellor of the Exchequer, who has stated that the excess profit duty must go at the earliest possible moment, but the country will have to show very clearly that it is determined to avoid any unsound economic measures when peace is finally concluded, if we are to avoid being landed in the quagmire of insolvency.

I mentioned a year ago that the Government had taken over two British India steamers which were under construction, and had appropriated our favourable pre-war contracts, and that we might have to proceed against them under a petition of right, as we had failed to obtain any redress. Negotiations went on for many months, and eventually out of sheer weariness we come to a settlement. I am afraid we made an uncommonly bad bargain, but running backwards and forwards to the other end of the town taxes human endurance, and our friends up there know how to wear out the public. I suppose the more they are able to reduce legitimate claims the more it counts for righteousness, but it is hard on the victims.

Some two-and-a-half years ago, in conjunction with some shipping friends, we purchased land at Chepstow and began to lay out a modest building yard with every prospect of making it a success, but 15 months later Government stepped in, commandeered our property and plant, and turned us out with the idea of converting it into a great national shipyard. Protracted negotiations took place over a settlement, and this was not reached till August last, when we were paid out on terms which, while they involved us in no pecuniary loss, were extremely favourable to the Government. It was a severe disappointment to us all to be deprived of this building yard, which we believed had potentialities if carried out on commercial lines, but the matter is now one of past history, and as Marryat says in "Jacob Faithful," "What's done can't be helped." Having lost our yard at Chepstow, the P. and O. Company in September last acquired a controlling interest in one of the most up-to-date yards on the Clyde, on what we regard as fair terms both to buyer and seller. We believe this will be a valuable adjunct to the P. and O. and its associated companies, the yard being well laid out, well equipped, with ample ground for development, an extensive foreshore on the river, with slips to accommodate seven large steamers, and all under capable management. The yard is full of Government work for the moment, but we shall be able to make use of it when normal times return. Whether the covetous eyes of some Government official will lead to this yard being appropriated as well as Chepstow I cannot tell. We are living in disjointed times.

The company has sold its West-end office in Northumberland-avenue, as it was rather out of the way, and has acquired the freehold of the large building in Cockspur-street formerly the property of the Hamburg-America Company. In this building, which has a good frontage and a commanding position, the passenger business of the P. and O., British India, New Zealand, and Union Company of New Zealand will be concentrated. Our associated companies continue to work in close unison with the P. and O., and we have no occasion to regret having made these alliances. In Paris we have secured suitable office premises in the Boulevard des Capucines, where we have established our own passenger agency, which should prove a convenience when things become normal. In the course of a week or two we hope to have the P. and O. express running again to and from Marseilles, the South-Eastern Railway Company, the Nord, the P.L.M., and the Wagon Lits Company all being anxious to provide this convenient means of overland transit for our passengers at the earliest possible moment. (Hear, hear.) Commencing with the steamer leaving Bombay on 14th inst., the mails will be landed at Marseilles, and in a very short time the outward mails will be embarked there.

No words of mine can express my admiration for the services rendered to the country by our captains, officers, engineers, and crews throughout the year. (Hear, hear.) Their devotion to duty, their nerve and courage, have been beyond all praise. Unaccustomed as our men have been to the Atlantic service, their lot having been cast in warmer climes, they have, without a murmur, faced the Western Ocean in ships built and adapted for southern seas, and in speaking of the P. and O. Company I include the British India and our other associates. Many of our ships have been sunk by enemy action, including the British India hospital ship Rewa, and the behaviour of all on board has been marked by the greatest gallantry and heroism. (Hear, hear.) Throughout the last four years it has been the endeavour of the board to meet every case of hardship, not only with consideration and generosity, but with profound and grateful appreciation of the magnificent work our men have done in helping to win the war, and this I feel satisfied will have the approval of the proprietors. (Hear hear.) Many of our captains, officers, and engineers have been serving in his Majesty's ships throughout the war, many have received distinctions. All who care to come back to the P. and O. Company—and I have heard of none who will not—will be welcomed, and we have arranged that all will preserve the seniority to which they would have been entitled had they not gone. (Hear, hear.) Those who remained have done equally good service to the country as those who went, carrying out their arduous duties and undergoing the risks pertaining to the merchant service nobly, and the country is equally indebted to both.

In concluding my remarks I would like to say to the shareholders that, thanks to the prudence displayed in the conduct of your finances for many years, the company is in a perfectly sound position to-day. Our ships and properties are well written down, and any investments we hold are saleable at prices which would leave us with no loss on the values at which they stand in our books. We face the future with confidence, and we hope we may be able, notwithstanding all the uncertainties ahead of us, to give you next year the same modest return on the capital invested in the business as we propose to do for the year which terminated on September 30 last. What waits us in the "distant dell" no man can safely predict, but of this you may rest assured—we shall never distribute more than the position warrants. (Laughter.)

LAWN TENNIS.

HARD COURT LEAGUE.

DOCKYARD R.C. v. 88TH CO. R.G.A.

In the Naval Yard yesterday, the Dockyard defeated the 88th Co. R.G.A. after a close contest, the margin being only 11 games. The results follow:

W. E. Crocker and F. Parry, (Dockyard), beat Lieut. Evens and Sergt.-Major Pragnell, 7-4; beat Staff Sergt. Gibbons and Gunner Leach, 8-3; beat Sgt. Davis and Bombr. Amey, 8-3.

W. Spanton and E. T. Crocker, (Dockyard), lost to Evens and Pragnell, 5-6; lost to Gibbons and Leach 4-7; beat Uavis and Amey, 7-4.

F. Perkins and E. Phillips, (Dockyard), lost to Evens and Pragnell, 5-6; beat Gibbons and Leach, 6-5; lost to Davis and Amey, 5-6.

Dockyard R.C., 55; 88th Co. R.G.A., 44.

A MASTER OF SOLDIERS.

The following letter from an ex-pupil of Ellis Kadoorie College, Honam, throws light on the pay question in the Chinese army:

DEAR SIR,—

I beg to say that I had reached—at 7th inst. I have long wished to send you a letter, but I have no time for writing.

I met my friend an able man at 8th and he had kept a good place for me.

My situation is the master of two hundred soldiers and get 80 dollars each month. But this time China is very poor, so that the soldiers and their commanders cannot get so much money.

As my situation is 80 dollars pay each month. But my commander can hardly give me 30 or 40 dollars in a month. As a soldier must have got 10 or 12 dollars a month, but this time get 4 or 5 dollars.

Much soldiers of China are very bad in nature, 4 or 5 dollars will be very quickly spending away. They always ask for money from their master.

9th inst. I do my duty in.—From that day to 14th inst. there are more than 30 of soldiers ask me for one or two dollars. They tell me that their father or mother is die. and some tell me that they are growing sickness. Some soldiers who seemed as if very poor, all right I give money to them. But some are bad fellows I do not give. From 9th to 14 I spend 27 dollars and 50 cents in giving the soldiers.

The 30 or 40 dollars I have not get taken, and only spend my money first.

At this made me very trouble, & I call one of my friends to command those soldiers in place. I beg my friend the able man good bye & I came to——at 15th inst. to help another friend to do some thing.

While my address in——is very hard to translate from Chinese into English.

If you want to send me letters, I hope you will write with your own words by which I can learn how to write an English letter well.

I hope you are getting on very well.

I am,
Your obedient puple,

WINCARNIS
THE WINE OF LIFE

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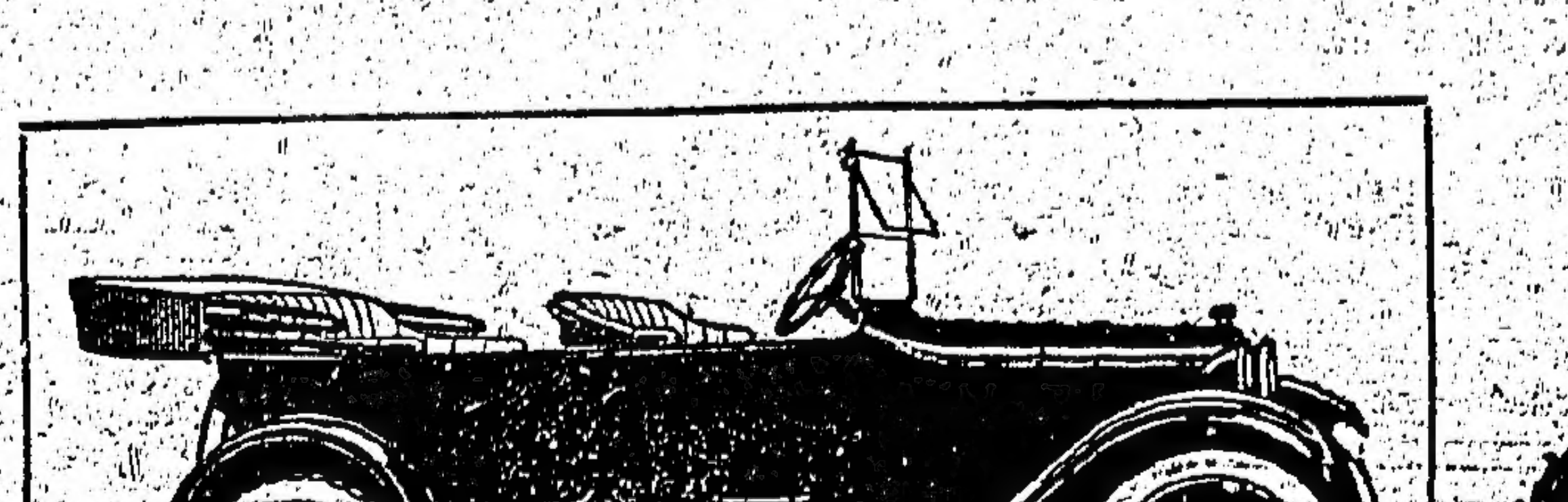
WE HAVE CONCENTRATED ON ONE CAR AND ONE CAR ONLY, IN A DETERMINATION TO MAKE IT AS GOOD AS A CAR CAN BE MADE FOR EVERY PART AND EVERY PROCESS THAT ENTERS INTO IT WE HAVE PERSONALLY ESTABLISHED A STANDARD, THE WORK DONE AND THE MATERIALS USED IN EACH PART AND EACH PROCESS, IN EVERY CAR, MUST CONFORM TO THAT STANDARD. DODGE BROTHERS WILL ALWAYS GIVE TO THEIR CAR THAT OVER CARE WHICH THE PUBLIC EXPECTS OF THEM

PEOPLE HAVE IMPLICIT FAITH IN THE INTEGRITY OF DODGE BROTHERS' MANUFACTURING METHODS. BECAUSE OF THE NAME IT BEARS. YOU MAY BE SURE THAT THE PRINCIPLE BEHIND THE CAR WILL NEVER BE CHANGED A HAIR'S BREADTH + DODGE BROTHERS HAVE ONLY ONE IDEA IN THE UPBUILDING OF THEIR BUSINESS. THAT IS TO BUILD IT SO SOUNDLY AND SO WELL THAT THE GOODWILL WHICH THEY HAVE WON WILL GROW AND ENDURE FOREVER



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FUTURE CONTROL OF S. PACIFIC.

Considerable feeling exists in Australia concerning the future control of the Southern Pacific. A report has just been issued by a Commission appointed by the Federal Government to investigate the Pacific Island trade.

The object of the Commission was threefold, viz., an inquiry into the existing trade between Australia and the Pacific Islands; the furnishing of a report to decide as to the increase of British and/or Australian control of that trade; and the suggestion of measures to that end.

As to the natural products and exports of the islands at present, the main interest lies in the copra trade. The Commission's inquiry, however, covers the potential trade in other products which may result from the future development of the islands. The trade question alone concerns the Commission. Any readjustment of administration in these islands under British control is subject for the Imperial Government in the discussion of peace terms, in regard to which it is known that the Commonwealth Government will be consulted.

It may be remembered that, although it is an incontrovertible fact that to the Spaniards and the Dutch belongs the honour of the discovery of the Pacific Islands, the British are the pioneers in the matter of their trade and civilization. To the activities, too, of our missionaries and Governmental services may be ascribed the partial redemption of the island from barbarism.

The administration of to-day, however, is a vast improvement upon that conducted in the past. But everything emphasizes the necessity for Great Britain making good, throughout this wide sphere of her influence, her world right as a conserving influence over countries she has acquired in every instance by peaceful means.

The commercial value of the Pacific is important; far more important in some ways than most people imagine, although the islands are not as fabulously rich in natural resources as the romance encircling them would lead one to suppose. New Caledonia, however, possesses valuable minerals, while the phosphate deposits of Nauru and Ocean Island are worth many goldfields. The commercial, and doubtless the strategic, importance of the islands as ports of call is obvious, lying, as they do, on the trade routes between the East and Australasia, and between Australasia and the two Americas.

Apart from the islands, the strategic importance of the Pacific Ocean is very apparent. Recent war events have demonstrated that its importance is even greater than was supposed.

Coherency, as the Inter-State Commissioners point out in their report, is not at present the forte of the British administration of the Pacific; coherency, that is, as regards the treatment of the Pacific as a whole; the individual administration is well enough within the limits of the component parts.

The complex methods of administration now obtaining are due historically to the fortuitous origin of British influences in the different parts of the Pacific Islands. Those territories which were formerly German possessions are now controlled by the military occupation of New Zealand and the military administration of the Commonwealth of Australia. Others are under the jurisdiction of the High Commissioner of the Western Pacific at Suva, the civil administration of New Zealand, the Anglo-French condominium, and the military or naval forces of our Japanese Allies. The Colony of Fiji is under an Imperial Governor, with whose office is combined that of High Commissioner for the Imperial Pacific Possessions. The moment, however, is ripe when the Empire should attempt the unification of its administrative purpose. The modern tendency towards the organization of national influence would suggest this course. Co-ordination is essential, urge the Commissioners, for the sake of the future trade and productiveness of the islands, and for the economical exertion of the strength of the Empire. The present tangents of effort defeat coherency of government. The Commissioners lay great stress upon the pressing necessity for concentration of the authority of the Crown, now scattered among so many diverse administrations.

Some federative control they think might be devised at an early date. To begin with, such an authority might be established with very slight, if any, changes in the respective governments of the several tracts of the Pacific; but having powers of supervision and co-ordination not possessed at present by any of those governments. A High Commissionership of the Pacific, held, or not, in conjunction with the office of Governor-General of Australia, would be a suitable kernel from which a representative form of Pacific federation might naturally grow. The Commission has suggested that, in order to ensure timely settlement of this paramount question a conjoint inquiry by representatives of the United Kingdom, Australia, and New Zealand should be undertaken as soon as it is possible to proceed from the engrossing present to the future.

GOOD DIGESTION A JOY.

Sound Hints for Dyspeptics.

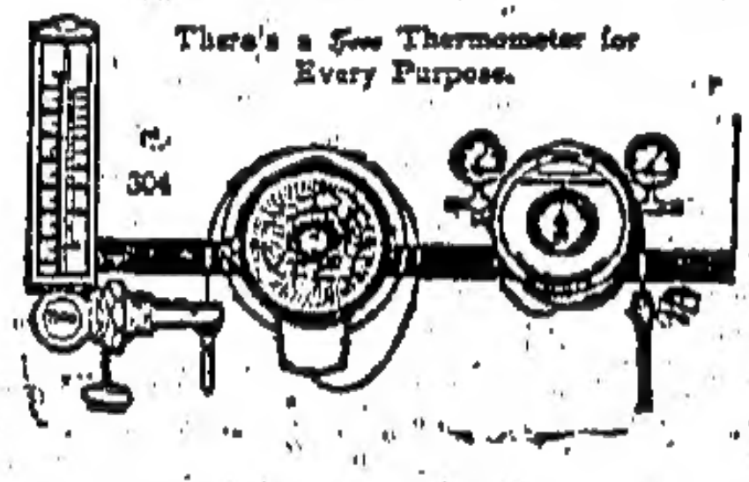
Good digestion is not appreciated until you lose it. Then you cannot afford to risk making experiments by trying uncertain remedies. Strong medicines are hard on weak stomachs.

To be able to eat what you want and to digest it is a priceless blessing. If you have lost it do not be deceived by the claims of predigested foods, purgatives, and stomach tonics, so-called.

There is no tonic for the stomach that is not a tonic for every other part of the body. As the blood circulates through all the body, an improvement in its condition quickly results in strengthening any weak organs. Rich, red blood is absolutely necessary to proper digestion. If your stomach is weak, and you are troubled with flatulence, sour risings in the throat, a feeling of pressure about the heart, and palpitation, try the true tonic treatment of Dr. Williams' pink pills.

The first noticeable effect of these world-famous Pills is an improvement in the appetite. Then the sleep becomes sound and untroubled, and is followed by a sense of rested well-being in the morning. The nerves grow calm and steady, the digestion regains normal healthy activity, a feeling of general betterment rapidly ensues.

So many dyspeptics have been helped by this simple and readily obtained treatment that every sufferer from indigestion should promptly try Dr. Williams' pink pills. Start to-day by obtaining a supply from your chemist. Or send $1.50 for one bottle, or $8/—for 6 bottles, to the Dr. Williams' Medicine Co., 93 Szechuen Road, Shanghai. The little book "What To Eat & How To Eat", which contains much useful information on the diet, will be sent to you free in response to a postcard request.



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WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes
8.00 a.m. to 9.30 a.m....Every 10 minutes
9.30 a.m. to 10.00 a.m....Every 15 minutes
10.30 a.m. to 11.00 a.m....Every 15 minutes
11.30 a.m. to 12.30 p.m....Every 30 minutes
12.45 p.m. to 1.15 p.m....Every 10 minutes
1.45 p.m. to 2.15 p.m....Every 10 minutes
1.45 p.m. to 2.15 p.m.
Saturdays only....Every 15 minutes.
2.30 p.m. to 4.00 p.m....Every 30 minutes.
2.30 p.m. to 4.00 p.m.
Saturdays only....Every 15 minutes.
4.00 p.m. to 6.00 p.m....Every 15 minutes.
6.00 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS.

8.50 p.m., 9.30 p.m., 10 p.m., 10.30 p.m., 11 p.m., 11.30 p.m. and 11.45 p.m.

SUNDAYS.

7.30 a.m.
8.00 a.m. to 10.30 a.m....Every 15 minutes
10.30 a.m. to 11.00 a.m....Every 10 minutes.
11.30 a.m. to 12 noon....Every 15 minutes.
12.00 noon to 12.30 p.m....Every 10 minutes.
12.30 p.m. to 1.30 p.m....Every 15 minutes.
2.00 p.m. to 5.30 p.m....Every 15 minutes.
5.30 p.m. to .00 p.m....Every 10 minutes.
6.00 p.m. to 7.00 p.m....Every 15 minutes.
7.00 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS EXTRA CARS.

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SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

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" On demand, ...	3/2⅜
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" 4 months' sight, ...	3/3⅛
Credits, 4 months' sight, ...	3/3¼
Documentary, 4 months' sight	3/4⅛
On Paris—	
On demand, ...	417½
Credits, 4 months' sight, ...	434½
On New York—	
On demand, ...	76½
Credits, 60 days' sight, ...	—
On Bombay—	
Wire, ...	nom.
On demand, ...	—
On Calcutta—	
Wire, ...	nom.
On demand...	—
On Singapore—	
On demand, ...	136½
On Manila—	
On demand, ...	154½
On Shanghai—	
On demand	nom.
30 days' sight (private paper)	—
On Yokohama—	
On demand, ...	147½
Gold Leaf, 100 fine (per tael)	no quotation
Sovereigns (Bank's buying rate)	$ 6.15 n.
Silver (per oz.)	48 7/16 d.
Bar Silver in Hongkong	25 % pm. n.
Chinese Copper Cash ...	2½% pm.
Chinese Copper Cents...	0 % pm.
Rate of Native Interest	7½ % p.a.
Chinese Sub. Coin	1½ % dis.
Hongkong Sub. Coin	par.

HONGKONG STOCK EXCHANGE.

HONGKONG, 6th FEBRUARY, 1919.

OFFICIAL QUOTATIONS.
11 A.M.

BANKS.	
Hongkong Banks, ...	$760 b. 760 sd.
MARINE INSURANCES.	
Canton Ins. ...	$410 b. 410 sa.
North China Ins. ...	T. 124 b.
Union Ins. ...	$960 b. & 970 sa.
Yangtsze Ins.	$306 b.
Far Easterns	T. 98 n.
FIRE INSURANCES.	
China Fire Ins.	$160 b.
Hongkong Fire Ins.... ...	$355 sa.
SHIPPING.	
Douglases	$96 n.
H.K. Steamboats...	$21½ b.
Indo Chinas (Pref.)... ...	$31 b.
Do. (Def.)	$180 n.
Shell Transports	140/- b. 140/142/6 sa.
Star Ferries	$35 b.
REFINERIES.	
China Sugars	$104 b.
Malabon Sugars	$32 b.
MINING.	
Kailan Mining Adm.... ...	47/- b.
Langkats	T. 22 b.
Raubs...	$2 b.
Tronoh Mines...	40/- n.
Ural Caspians	35/- s.
DOCKS, WHARVES, GODOWNS, &C.	
H. & K. Wharfs	$120 b.
H. & W. Docks	$162 s.
S'hai Docks	T 134 b.
New Engineerings ...	T. 25 b.
LANDS, HOTELS & BUILDINGS.	
Central Estates	$101 b.
Hongkong Hotels	$90 n.
Hongkong Lands	$97 b.
Humphreys	$7½ n.
Kowloon Lands	$32 b.
Land Reclamations ...	T. 14 b.
West Points	$68 b.
COTTON MILLS.	
Ewo Cottons	T. 170 b.
Kung Yiks	$14 b.
Laou Kung Mows ...	$127½ b.
Orientals	$53 n.
Shanghai Cottons	$153 b.
Yangtszepoos	$8.30 b.
MISCELLANEOUS.	
Cements	$9 b.
China-Borneos	$12 n.
China Lights ...	$5 b. & 5½ s.
China-Providents ...	$8½ b. & 8½ sa.
Dairy Farms, ...	$25½ sa.
H.K. Electrics	$74 b.
Macau Do.	$33½ b.
Hongkong Ropes	$35 s.
H.K. Tramways	$7.80 b.
Peak Tramways (Old) ...	$7 b.
do. (New) ...	$ .70 b.
Steam Laundries	$3½ b.
H.K. Steel Foundries	$12 n.
Water-boats	$11 b.
Watsons	$5.90 b.
Powells	$9½ b.
Wisemans...	$25 b.

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FORMOSA—GIRAN, KAGI, KARENKO, KEELUNG, MAKUNG, PINAN, SHINCHIKU, TAICHU, TAINAN, TAKOW, TAMSUI, TOHYEN, AKO.
CHINA—SHANGHAI, HANKOW, KIUKIANG, AMOY, FOOCHOW, SWATOW, CANTON.
OTHERS.—HONGKONG, SINGAPORE, SOERABAJA, SEMARANG, BATAVIA, BOMBAY, LONDON, NEW YORK.

LONDON BANKERS:
Capital and Counties Bank, London, and South-Western Bank, Parr's Bank.

The Bank has Correspondents in the Commercial Centres in European Continent, Russia, Manchuria, Tsingtao, Chosen, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

NAOKICHI YANAGITA,
Manager.

HONGKONG BRANCH:
2, Des Voeux Road.
Hongkong, May 1, 1918.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS—
Sterling
£1,500,000 @ 2/- = $15,000,000
Silver 19,500,000
—— $34,500,000
RESERVE LIABILITY OF PROPRIETORS } $15,000,000

COURT OF DIRECTORS.
Hon. Mr. P. H. Holyoak.—Chairman,
G. T. M. Edkins, Esq.,—Deputy Chairman
A. H. Compton, Esq. | Hon. Mr. D. Landale,
Hon. Mr. S. H. Dodwell | E. V. D. Parr, Esq.
C. S. Gubbay, Esq. | J. A. Plummer, Esq.
W. L. Pattenden, Esq.

CHIEF MANAGER.
Hongkong—N. J. STABB, Esq.

MANAGER:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS—LONDON COUNTY & WESTMINSTER & PARR'S BANK, LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months 2½ per cent. per annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.

Hongkong, Oct. 16, 1918.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ PER CENT per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.
N. J. STABB,
Chief Manager.

Hongkong May 14, 1918. 517

BANQUE INDUSTRIELLE DE CHINE.

SUBSCRIBED CAPITAL ... Francs 45,000,000
PAID UP CAPITAL ... ... " [illegible]
(1/3 of the Capital, i.e. Francs 15,000,000 subscribed by the Government of the Chinese Republic).

Chairman of the Board of Directors ......ANDRE BERTHELOT
General Manager......A. J. PERNOTTE.

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.
BRANCHES:
PEKING,
SHANGHAI, SAIGON,
TIENTSIN, HAIPHONG,
HONGKONG, YUNNANFOU,

BANKERS:
In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.
In LONDON: London County Westminster & Parr's Bank, Ltd.
London Joint City & Midland Bank Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the chief commercial centres of the world.

Telegraphic Address: CHIBANKIND.

Interest allowed on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL,
Manager.

HONGKONG BRANCH:
Queen's Buildings,
5, Chater Road. Tel. 2440
Hongkong, Sept. 25 1918. 12

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824.

AUTHORISED CAPITAL } f. 100,000,000— (£8,333,333)
PAID-UP CAPITAL } f. 70,000,000— (£5,833,333)
RESERVE FUND } f. 12,760,286— (£1,063,373)

HEAD OFFICE—AMSTERDAM.
Branches at
The Hague Rotterdam
HEAD AGENCY—BATAVIA.

Branches at

BANDJERMASIN,	RANGOON.
BANDOENG,	SAMARANG,
CHERIBON,	SHANGHAI,
DJEMBER,	SINGAPORE,
DJOKJAKARTA,	SOURABAIA,
KOTA RADJA,	SOERAKARTA (Solo)
MAKASSAR,	LANGSA,
MEDAN,	TEBING TINGGI (Deli)
PADANG,	TEGAL,
PALEMBANG,	TELOK BETONG,
PEKALONGAN,	TJILATJAP,
PINANG,	WELTEVREDEN,
PONTIANAK,	

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

J. F. VAN REES,
Manager.

Hongkong, Oct. 30, 1918.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £2,000,000
RESERVE LIABILITY OF PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING
Manager.

Hongkong, May 7, 1917.

THE MERCANTILE BANK OF INDIA, LIMITED

Authorised Capital	£1,800,000
Subscribed	1,125,000
Paid-up	562,500
Reserve Fund...	450,000

BANKERS.
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

C. L. SANDES,
Acting Manager.
No. 7 Queen's Road Central.
Hongkong, 28 December, 1915.

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

HEAD OFFICE:
15bis Rue Laffitte, Paris.

Capital .... Frs. 48,000,000
Reserves............... " 50,000,000

BRANCHES AND AGENCIES

BANGKOK	HONGKONG	SAIGON
BATTAMBANG	MONGTZE	SHANGHAI
CANTON	NOUMEA	SINGAPORE
DJIBOUTI	PAPEETE	TIENTSIN
HAIPHONG	PEKING	TOURANE
HANKOW	PNOM-PENH	VLADIVOSTOCK
HANOI	PONDICHERRY	

BANKERS;

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industrial et Commercial; Societe Generale.

IN LONDON: The National Provincial & Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.

Every description of Banking and Exchange Business transacted.

A. SIRE
Acting Manager.
Hongkong, Oct. 19, 1918.

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORIZED CAPITAL...Yen 48,000,000.00
PAID UP CAPITAL... ... " 42,000,000.00
RESERVE FUND ... ... " 24,800,000.00

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES AT

BOMBAY	NEWCHWANG
BUENOS AYRES	NEW YORK
CALCUTTA	OSAKA
CHANGCHUN	PEKING
DAIREN (DALNY)	RANGOON
FENGTIEN (MUKDEN)	SAN FRANCISCO
HANKOW	SEATTLE
HONOLULU	SHANGHAI
HARBIN	SHIMONOSEKI
KAI YUEN	SINGAPORE
KOBE	SOURABAYA
LONDON	SYDNEY
LOS ANGELES	TIENTSIN
LYONS	TOKYO
MANILA	TSINANFU
NAGASAKI	TSINGTAU

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

EISHI OTSU,
Manager.

Hongkong, 12th Sept. 1918.

NORTH BRITISH & MERCANTILE INSURANCE CO.

WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE COMPANY, LTD.,
and
THE RAILWAY PASSENGERS ASSURANCE CO

TOTAL FUNDS AT 31ST DECEMBER, 1916, £23,970,387

I—Authorised Capital £3,000,000	
Subscribed Capital £4,500,000	
Paid-up Capital	£2,437,500
II—Fire Funds............	3,837,047
III—Life & Annuity Funds...	17,567,590
Sinking Fund Account	128,230
	£23,970,367
Revenue Fire Branch............	£2,581,456
Life and Annuity Branches............	2,141,595
Revenue Marine Department...	337,239
Other Receipts	478,910
	£5,539,200

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.,
Agents.

BOATS DUE TO ARRIVE AND DEPART.

VESSELS DUE TO ARRIVE.

FEBRUARY 8.

TENYO MARU, T.K.K., from San Francisco, with mail.

FEBRUARY 10.

HOKUTO MARU, D. & Co., from Japan.

PYRRHUS, B. and S., from Liverpool.

ATREUS, B. and S., from Liverpool.

FEBRUARY 11.

NOVARA, P. & O., from London.

FEBRUARY, 12.

EMPRESS OF RUSSIA, Canadian Pacific, from Vancouver, with mail.

FEBRUARY 13.

YAMAGATA MARU, N.Y.K., from Calcutta, with mail.

FEBRUARY 14.

TAISHO MARU, N.Y.K., from Calcutta, with mail.

FEBRUARY 15.

BANRI MARU, D. & Co., from Java.

FEBRUARY 18.

KAMAKURA MARU, N.Y.K., from Japan, with mail.

FEBRUARY 19.

COLOMBIA, Pacific Mail, from San Francisco, with mail.

IYO MARU, N.Y.K., from London, with mail.

YETOROFU MARU, N.Y.K., from Calcutta, with mail.

FEBRUARY 20.

ELPENOR, B. and S., from Liverpool.

HECTOR, B. and S., from Liverpool.

FEBRUARY 21.

TANGO MARU, N.Y.K., from Australia, with mail.

FEBRUARY 22.

NORE, P. and O., from Yokohama.

FEBRUARY 25.

SHINYO MARU, T.K.K., from San Francisco, with mail.

AGAPENOR, B. and S., from Liverpool.

MARCH 1.

LAOMEDON, B. and S., from Liverpool.

MARCH 3.

RIOJUN MARU, D. & Co., from Japan, with mail.

MARCH 8.

ANYO MARU, T.K.K., from Valparaiso.

MARCH 10.

BORNEO MARU, D. & Co., from Java, with mail.

FUSHIMI MARU, N.Y.K., from Seattle, with mail.

MARCH 15.

PROTESILAUS, B. and S., from Singapore.

NANKING, China Mail, from San Francisco, with mail.

DEPARTING VESSELS.

FEBRUARY 7.

CHINA, China Mail, for San Francisco, via Japan and Honolulu.

MAUSANG, J.M., for Sandakan.

CYCLOPS, B. and S., for Seattle.

FEBRUARY 11.

PYRRHUS, B. and S., for Japan, via Shanghai.

ATREUS, B. and S., for Japan, via Shanghai.

DUNERA, P. and O., for Bombay.

INDUS MARU, O.S.K., for Marseilles.

FEBRUARY 12.

NOVARA, P. and O., for Yokohama.

HOKUTO MARU, D. and Co., for Java.

TENYO MARU, T.K.K., for San Francisco.

HINSANG, J.M., for Singapore.

TENYO MARU, T. K. K., for San Francisco.

FEBRUARY 14.

YAMAGATA MARU, N.Y.K., for Japan.

FEBRUARY 15.

SUMATRA MARU, O.S.K., for Buenos Aires and Rio de Saneiro.

TAISHO MARU, N.Y.K., for Japan.

FEBRUARY 17.

MISHIMA MARU, N.Y.K., for London.

FEBRUARY 18.

BANRI MARU, D. and Co. for Japan.

FEBRUARY 19.

KAMAKURA MARU, N.Y.K., for Australia.

FEBRUARY 20.

COLOMBIA, Pacific Mail, for San Francisco.

IYO MARU, N.Y.K., for Japan.

YETOROFU MARU, N.Y.K., for Japan.

FEBRUARY 21.

ELPENOR, B. and S., for Japan, via Shanghai.

AGAMEMNON, B. and S., for Liverpool.

FEBRUARY 22.

TANGO MARU, N.Y.K., for Nagasaki.

FEBRUARY 23.

NORE, P. and O., for London, via Marseilles.

FEBRUARY 25.

AFRICA MARU, O.S.K., for Victoria.

TEIRESIAS, B. and S., for London.

FEBRUARY 26.

AGAPENOR, B. and S., for Japan, via Shanghai.

FEBRUARY 27.

EMPRESS OF RUSSIA, Canadian Pacific, for Vancouver.

FEBRUARY 28.

DJIPANOS, J.C.J.L., for Java.

MARCH 2.

LAOMEDON, B. and S., for Japan.

MARCH 5.

RIOJUN MARU, D. & Co., for Java.

SHINYO MARU, T.K.K., for San Francisco.

MARCH 11.

HYSON, B. and S., for London.

ATREUS, B. and S. for Liverpool.

MARCH 12.

BORNEO MARU, D. & Co., for Japan.

MARCH 18.

PROTESILAUS, B. and S., for Seattle.

MARCH 21.

ANYO MARU, T.K.K., for South America.

MARCH 25.

PYRHUS, B. and S., for London.

MARCH 27.

FUSHIMI MARU, N.Y.K., for Seattle.

NANKING, China Mail, for San Francisco.

A FORTY YEARS' TEST.

CHAMBERLAIN'S Cough Remedy has been curing coughs and colds for the past forty years and has gained in popularity every year. What better recommendation is required? For sale by all Chemists and Storekeepers.

NOTICES.

THE
GENERAL FIREPROOFING CO.
ALL STEEL
FILING EQUIPMENT AND OFFICE FURNITURE.
EXPANDED METAL PRODUCTS.
SAFES, PORTABLE BUILDINGS, Etc., Etc.
Sole Agents:
ARNHOLD BROTHERS & Co., Ltd.
CHINA & HONGKONG.

EMULSION OF COD LIVER OIL WITH HYPOPHOSPHITES.

A palatable emulsion containing forty per cent of pure Cod Liver Oil, a valuable Food, Tissue Builder, and Tonic.

In bottles $1.25 and $2.00 each.

EXTRACT OF MALT & COD LIVER OIL

$1.50 and $2.50 per bottle.

VICTORIA DISPENSARY.

TELEPHONE 298.

JAMES STEER.

8, ICE HOUSE STREET.

WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL INSTRUMENTS REPAIRED UNDER MY PERSONAL SUPERVISION.

Tel. 2877. Tel. 2877.

VISITORS AT THE HOTELS.

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Mr D. Abraham
Capt. J. Adcock
Mr and Mrs E. G. Anderson
Mr and Mrs G. H. M. Bannerman
Mr G. W. Burton
Mrs E. R. Belilios
Mr and Mrs E. Bernheim & son
Mr Beuchot
Mr and Mrs J. E. Bingham
Miss Bingham
Mr R. J. Birbeck
Major and Mrs G. D. Black and son
Mrs E. D. Blackburn
Mr J. J. Bleeker
Capt. & Mrs Branch
Mr O. T. Breakspear
Mr W. G. Browell
Mr & Mrs T. Cama
Mr R. V. Cameron
Mr and Mrs E. A. Carvalho
Mr H. Cayrou
Mr and Mrs J. C. Clark
Mr J. Cochrane
Mrs Corneliuson
Mr F. W. Cox
Dr and Mrs H. L. Cumming
Mrs F. E. Davis
Miss M. C. Dawson
Mrs F. M. Dillon
Mr A. W. v. Dobben
Madame E. Ernault
Miss K. Evanson
Mr and Mrs J. M. Forbes
Mr & Mrs A. Forbe and ayah
Sir Hugh & Lady Fraser
Mr N. C. Galluzzi
Mr H. Gensburger
Mr J. H. Giles
Capt. T. P. Hall
Mr and Mrs W. A. Hannibal
Mr D. J. Hanscom
Mr S. H. Hansen
Mr G. Gordon Hare
Mr G. Harper
Misses Harrison (2)
Mr A. J. Hayim
Mr A. Hicks
Mrs M. Hicks
Mr and Mrs S. E. Hodge
Mr A. Helgerson
Mr A. Shelton Hooper
Mr E. K. Howe
Mr R. E. Humphreys
Capt. R. Innes
Miss Ireland
Mr F. H. Jerrard
Mr and Mrs M. Joblin
Mrs L. M. Joblin
Mr E. M. Joseph
Mr J. J. Judah
Mr B. H. Van Ketel
Mr H. Krebs
Mr & Mrs Laidlay and maid
Mr and Mrs C. Lauritsen
Mr & Mrs A. Leach and child
Capt. and Mrs J. Lennox
Miss H. Lillie
Mr A. Logie
Mr S. Longfield
Miss Alice Lu
Mr G. Ludin
Mr A. H. Lunings and servant
Mr and Mrs N. MacIntyre
Master MacIntyre
Dr G. W. Mackeen
Mr E. J. Mahon
Mr N. G. Maitland
Mr M. Mallik
Master Mallik
Mr G. de Marqueissac
Mr Fred. B. Marshal
Mr & Mrs S. Mason
Madame de Mattos and child
Mr G. Mavor
Mr J. A. McCulloch
Mr and Mrs T. R. E. McInnes
Mr J. Milne
Mr S. H. Morse
Mr and Mrs D. B. Murray
Mr and Mrs W. P. Neeson
Mr J. S. Nicolson
Mr E. S. Norman
Mr E. J. Odufie
Mr C. P. Powrie
Mrs O. R. Powrie
Mr and Mrs S. A. Presley
Mr E. H. Ray
Miss F. Reay
Mr J. R. Redfern
Mr O. E. Seybt
Mr E. T. Sheaf
Mrs H. Sheehan
Miss H. F. Skinner
Mr A. Sklarevski
Mrs M. Slade
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Mr W. H. Smith
Mr and Mrs S. Somerville
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Mrs W. H. Sparke
Mr V. Steensley
Mr H. F. Stoneham
Mr B. Sykora
Mrs F. Sykora
Mr C. P. Templeton
Mrs E. Templeton
Mr F. Travers
Major & Mrs T. de Valle
Mr Thos. Vint
Mr M. O. Williams
Mr G. G. Wood
Mr G. Woudenberg
Mr and Mrs B. Wylie

KING EDWARD HOTEL.

Mr D. J. Adams
Mrs R. Almond
Miss A. Anderson
Dr M. E. Asger
Mr R. W. Brundle
Mr A. Bulloch
Mr and Mrs Carbo
Miss Carbo
Mr & Mrs A. Course
Mr F. C. Crush
Mr T. B. Colhane
Mr R. G. Doubleday
Mrs J. D. Edwards
Mr F. Ferguson
Dr A. Gibson
Mr & Mrs Gregory
Mr C. T. Hall
Mr & Mrs Hammes and family
Mr A. Hann
Mr A. Harrison
Mr P. Heathcote
Mr J. C. Hupeter
Mr E. Irving
Mr and Mrs W. Jackson
Mr B. James
Mrs Kilbee & child
Mrs Krahmaleff
Mrs B. Legge
Mrs McAinch
Mrs E. M. McGee
Mr F. W. McGrath
Mr H. M. McTavish
Mrs A. Monro
Mr B. J. de Moore
Mr F. W. Moore
Mr D. Nicholds
Mr T. R. Osborne
Mrs W. D. Passmore
Mr W. H. Price
Mr W. J. Reynolds
Mr and Mrs C. E. Richardson
Mrs A. P. Sangster
Mr G. Stavrakov
Mrs Stubbings and daughter
Capt. & Mrs Swain
Mr and Mrs Underwood
Mr and Mrs S. H. West and family

CARLTON HOTEL

Mr Wm. Bellie
Miss E. Boyd
Mr & Mrs C. Bradley
Mrs Burton
Mrs F. E. Cameron
Miss S. Cokke
Mr A. Cook
Miss S. Cooks
Mr C. H. Corner
Miss J. Descrues
Mr J. Fetherstrough
Mr K. B. Graae
Mr G. Graystone
Mr and Mrs F. E. Hamilton
Mr H. J. Hennessy
Mr and Mrs L. Holmess
Mrs P. Koretzky
Miss E. Lawn
Miss Vera Lech
Mr Wm. Mackenzie
Miss D. May
Mr and Mrs E. E. Melina
Miss V. Pain
Mr L. G. H. Parcech
Mr S. Paul
Mrs S. N. Petroff
Mr D. Phillips
Mr W. Riley
Mr A. Rodriguer
Mrs G. Sim
Mr and Mrs H. Stephens
Mr and Mrs L. Stephens
Mrs O. Stevuis
Mr R. Thomson
Mr G. Titchener
Mr W. Vencent
Mr P. W. Vermenlow
Miss E. Watson

PEAK HOTEL

Major Apthorpe, A.S.C.
Mr C. B. Bird
Mr and Mrs D. K. Blair
Rev. S. R. A. Bundle, C.F.
Capt. T. H. Butler
Mr A. J. Carter
Mr and Mrs F. W. Cary
Mr & Mrs Cochrane
Lt.-Col. E. J. Coles
Mr E. J. Coomes
Mr and Mrs S. G. Coppin
Mrs Cormack
Mrs J. S. Dobie
Mr and Mrs John Duncan
Mr S. Evans, M.B.E.
Mr Denman Fuller
Mrs F. Goodrich
Dr Moore Graham
Mr H. du Flon Hutchison
Mr F. B. Johnson
Mrs Litt
Capt. & Mrs Macaulay
Capt. & Mrs Malkin
Mr and Mrs H. A. Matheson
Mrs Matthieson
Mr J. Finlay Miller
Mrs Moore
Lt.-Col. & Mrs Thorsby Pelham
Mr T. L. Perkins
Mrs Puddicombe
Mr W. E. Roberts
Mr F. J. de Rome
Major V. J. Scantlebury
Mrs Sidford
Mr A. Findlay-Smith
Miss N. Stephens
Mrs Sveen
Major & Mrs Wakeman
Mr and Mrs H. W. Woodroffe

YOU POSSIBLY READ PERIODICALS.
YOU PROBABLY READ BOOKS.
YOU CERTAINLY USE STATIONERY.

It is to satisfy your requirements that we pay rent, rates, taxes and other incidentals.

WILL YOU NOT GRANT US THE PRIVILEGE OF YOUR CUSTOM?

BREWER & CO.,

Tel. No. 698. 22, Queen's Road Central.

POST OFFICE.

Owing to alteration in the time of departure of the Cheungchow launch, mails for Cheungchow will in future be closed at the G.P.O. as follows:—

Week-days (except Saturday) 3.30 and 6 p.m.
Saturdays 1 p.m.
Sundays and Holidays 11 a.m.

Samples of Tea, not exceeding 8 oz. in weight, may now be admitted into the United Kingdom by Sample Post, provided that each packet is marked as containing Tea, and that it is made up in accordance with the general regulations of the Sample Post. Each packet, over 2 oz. in weight, will be subject to a charge of 3d. Customs Duty, and this charge will be payable by the addressee. Sample packets of Tea not marked as containing Tea are liable to forfeiture.

The Waglan line is interrupted.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless Telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahwaz or Mohammorah in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Unine, Viconza, Trevise Padua, Venice and Bellune in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Forces), and to Abyssinia, Bagdad, Frithrea, French Somali Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

INWARD MAILS.

SATURDAY, February 8.

Manila and U.S.A.—Per TENYO MARU.

OUTWARD MAILS.

FRIDAY, February 7.

Saigon—Per KIUKIANG, 11 a.m.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America, and EUROPE via San Francisco—Per CHINA, Registration 10.45 a.m., Letters 11.30 a.m.

Philippine Islands—Per LOONGSANG, 2 p.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Bombay, Aden, Egypt and EUROPE via Suez—Per KENKON MARU, 5 p.m.

SATURDAY, February 8.

Sandakan—Per MAUSANG, 9 a.m.

Japan via Kobe, Canada, United States, Central and South America and EUROPE via Canada—Per CYCLOPS, Registration 8.45 a.m., Letters 9.30 a.m.

Swatow, Amoy and Foochow—Per HAITAN, 1 p.m.

Japan via Nagasaki, Honolulu, Canada, United States, Central and South America, and EUROPE via San Francisco—Per GROTIUS, Registration 1.45 p.m., Letters 2.30 p.m.

Swatow, Shanghai and North China—Per WINGSANG, 5 p.m.

SUNDAY, February 9.

Shanghai and North China—Per YINGCHOW, 9 a.m.

Swatow, Amoy and Formosa via Keelung—Per KAIJO MARU, 9 a.m.

TUESDAY, February 11.

Shanghai and North China—Per SINKIANG, 11 a.m.

Straits, Bangkok and India via Calcutta—Per KWAISANG, 2 p.m.

WEDNESDAY, February 12.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America, and EUROPE via San Francisco—Per TENYO MARU, Registration 9.45 a.m., Letters 10.3 a.m.

THURSDAY, February 13.

Shanghai and North China—Per SUIYANG, 11 a.m.

FRIDAY, February 14.

Swatow, Amoy and Foochow—Per HAIHONG, 1 p.m.

SATURDAY, February 15.

Shanghai and North China—Per CHENAN, 2 p.m.

DON'T COUGH.

IT is absurd to allow a cough to hang on and sap your vitality when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will land you. You can't afford to allow your throat and lungs to become diseased when it is such a simple thing to step into a chemist's shop and get a bottle of Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

WEATHER REPORT.

February 6d. 12h. 20m.—No returns from Japan, Vladivostock and the Philippines. Pressure has decreased slightly to moderately at all reporting stations, the anticyclone having commenced to move eastward. The monsoon will be interrupted to the north of the Formosa Channel, but will continue to blow freshly to the southward.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. Total since January 1, 1.14 inches, against an average of 1.83 inches.

Forecast for the 24 hours ending at noon on February 7, 1919.

1.—Hongkong to Gap Rock: E. winds, fresh to moderate; fair.

2.—Formosa Channel: N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamocks: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

ROYAL OBSERVATORY HONGKONG, DAILY WEATHER REPORT.

FEBRUARY, 6, 1919.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
V'ldicstock	6 a.	—	—	—	—	—	—
Nemuro	6 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishi'jima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	6 a.	30.59	28	76	S	1	o
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.57	32	96	SE	1	b
Gutzlaff	"	30.50	38	91	SSE	4	b
Sharp Pk.	"	30.32	50	86	W	2	o
Amoy	"	30.42	47	87	WNW	1	b
Swatow	"	30.36	47	100	E	1	c
Taihoku	5 a.	30.36	43	94	—	0	b
Taichu	"	30.38	45	—	—	0	o
Tainan	"	30.39	48	—	N	4	b
Koshun	"	30.30	64	—	NE	4	b
Pescadores	"	30.36	55	—	NNW	6	b
Canton	6 a.	—	—	—	—	—	—
Hongkong	"	30.27	56	78	ENE	5	c
Gap Rock	"	30.24	—	—	ENE	6	o
Macao	"	30.24	84	50	N	2	o
Wuchow	9 a.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Phulien	7 a.	30.23	55	66	NW	2	o
Tourane	"	30.18	63	—	SW	4	o
C. St. James	"	30.01	73	—	E	4	b
Aparri	6 a.	—	—	—	—	—	—
Dagupan	"	—	—	—	—	—	—
Manila	"	—	—	—	—	—	—
Legaspi	"	—	—	—	—	—	—
Tacloban	"	—	—	—	—	—	—
Iloilo	"	—	—	—	—	—	—
Surigao	"	—	—	—	—	—	—
Guam	4.20	—	—	—	—	—	—
Labuan	6 a.	—	—	—	—	—	—

C. W. JEFFRIES, *Chief Assistant*,
Hongkong Observatory, Feb. 6, 1919.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beadford Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal, r rain, s snow, t thunder, v visibility w dew, wet
7. RAIN in inches tenths and hundredths

HONGKONG REGISTER.

	Previous day at 3 p.m.	On date at 6 a.m.	On date at 3 p.m.
Barometer	30.31	30.27	30.19
Temperature	53	56	59
Humidity	63	78	72
Direction of Wind	E	ENE	NE
Force	3	5	3
Weather	o	c	o
Rain	0.00	0.00	0.00

Highest open air Temperature on the 5th—55
Lowest open air Temperature on the 5th—51

T. F. CLAXTON, *Director*.
Hongkong Observatory, Feb. 6, 1919.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1909-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea-level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

February 7 to 13, 1919.

Day of Week	Day of Month	High Water Hongkong Mean Time	High Water Height	Low Water Hongkong Mean Time	Low Water Height
		h m	feet.	h m	feet
Fri.	7	m 2 10	5.1	m 7 45	2.7
		2 24 a	5.9	9 13 a	2.6
Sat.	8	m 3 44	4.4	m 8 23	3.2
		3 30 a	6.2	11 10 a	2.3
Sun.	9	m 5 28	4.1	m 9 25	3.5
		4 30 a	6.4		
Mon.	10	m 7 9	4.1	m 0 35	1.8
		5 45 a	6.7	m 10 32	3.5
Tues.	11	m 8 10	4.2	m 1 33	1.3
		6 44 a	7.0	m 11 45	3.6
Wed.	12	m 9 5	4.3	m 2 17	1.0
		7 40 a	7.2	0 48 a	3.5
Thurs.	13	m 4 45	4.4	m 2 51	0.9
		8 32 a	7.3	1 48 a	[illegible]

ENTERTAINMENTS.

THE
Tel. No. 1743. **CORONET** Tel. No. 1743.

TO-DAY
at 5.15 & 9.15 p.m.

Positively the Last Performance of

"The Yankee Way"

Booking at ROBINSON'S.

VICTORIA THEATRE

February 7, 8 and 9.
at 9.15 P.M.
ANNALS OF THE WAR No. 59.

"THE COUNT OF MONTE CRISTO"
Epoch 5 'The Conquest of Paris.'

"DIMPE AUTE SALESMAN."

The MANILA STRING BAND will be in attendance on SATURDAY February 8, at 9.15 P.M.

MATINEES
every Wednesday and Thursday at 5.15 p.m.
on Saturday at 2.15 p.m. and 5 p.m.
and on Sunday at 6 p.m.

HONGKONG THEATRE.

February 5, 6 & 7
showing:— 7th to 8th Episodes of
"THE VOICE ON THE WIRE"
also Comics.

SATURDAY, February 8.
see MAE MURRAY in
"THE PLOW GIRL."

THEATRE ROYAL

NEXT CONCERT
SATURDAY, February 8,
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BY
THE TWO GREAT ARTISTES
SKLAREVSKI *Pianist*
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Prices: ... ... $3, $2 & $1.
Booking now open at MOUTRIE'S.
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THEATRE ROYAL

SPECIAL **MATINEE** CONCERT
on WEDNESDAY, February 12, at 5 p.m.
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THE TWO GREAT ARTISTES
SKLAREVSKI *Pianist*
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PRICES: ... ... $3.00, $2.00 & $1.00
CHILDREN HALF PRICE.
Booking now open at MOUTRIE'S.
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ARRIVALS OF STEAMERS.

FEBRUARY 5, 1919.

CADDOPEAK, Amer., 1,769 tons, from Shanghai, Capt. Flottie, P.M.S.S., A23.

DAITOKU MARU, Jap., 735 tons, from Wuhu, Capt. Hamada, Y. Sato, C16.

KAIFONG, Brit., 984 tons, from Canton, Capt. Cogan, B. & S., C36.

KWONG HUNG, Chi., 418 tons, from Wuchow, Capt. Chun Kun, Hong Ip, wharf.

ILHA VERDE, Brit., 162 tons, from Macao, Capt. Assumpcao, G.I. Co., Hok Un.

KIT AN, Chi., 144 tons, from Swatow, Capt. Lankamhee, K. F. Cheong, Wanchai.

HOK CANTON, Brit., 650 tons, from Swatow, Capt. Sparke, Yat Hing, Yaumati.

CLEARANCES.

FEBRUARY 5, 1919.

CADDOPEAK, Amer., 10 a.m., for Manila, P.M.S.S.

SHUN CHEONG, Chi., 11 a.m., for K.C. Wan via Macao, Wo Hing.

DIVA, Norw., 4 p.m., for Bangkok, Fuk Tai Cheng.

HAIHONG, Brit., 2 p.m., for Foochow, D. & L.

SHAW-HSING, Chi., 4 p.m., for Dairen, K.N. Seng.

KIT AN, Chi., 12 noon, for Heungshan, Kwong Fuk Cheong.

DAITOKU MARU, Jap., 3 p.m., for Canton, Sato.

SIERRA, Amer., 5 p.m., for Seattle, A. Pet.

FEBRUARY 6, 1919.

YANG TSE KIANG, Chi., 7 a.m., for Touren via Hoihow, Yuen Ching Lee.

INAHO MARU, Jap., 8 a.m., for Singapore, O.S.K.

ASOSAN MARU, Jap., 7 a.m., for Bangkok, Y.K.K.

HAIPING, Brit., 7 a.m., for Haiphong, Shun Lee.

MOVEMENTS OF STEAMER.

The C.P.O.S. Co's R.M.S. "Monteagle" left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on the 30th January and is due here on or about the 25th February.

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